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Concord

City of Concord
General Plan

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Concord

CITY OF CONCORD
GENERAL PLAN

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1. Flood Insurance Rate Maps, prepared by the Federal Emergency Management Agency (most recently updated version).

2. City of Concord Noise Exposure Map, prepared by Illingworth and Rodkin, 1993.

3. State of California Earthquake Fault Zone Map, prepared by the State of California Division of Mines and Geology.

4. The Newhall Ranch Area Plan, adopted by the City Council July 12, 1976.

5. City of Concord Geologic Hazards Map.

6. City of Concord Housing Element, January 2003

7. City of Concord Trails Master Plan, April 2003

8. Contra Costa County Airport Land Use Compatibility Plan, December 13, 2000

INTRODUCTION

PURPOSE

The purpose of the General Plan is to implement goals and policies to shape Concord's future as it enters the twenty-first century. The plan will guide decisions on future growth, development and the conservation of resources.

VISION & MISSION

The Vision Statement for the City represents ***what we believe Concord can be****. The City Mission Statement represents* ***what we believe we can do*** *to move toward our vision. In addition, the General Plan Mission Statement represents more* ***specific guidance*** *concerning use of the General Plan to realize our vision. Goals, objectives and policies represent our priorities and strategies to help the City succeed in its vision and missions.*

VISION

Concord is here for all its people - a harmonious place to live, work and play.

CITY MISSION

The City of Concord will:

Assure and enhance quality of life:

Respond to the needs of people.
Provide safety and security.
Respect cultural diversity.
Provide recreational, cultural and educational opportunities.

Encourage and attract productive business/employment opportunities for its citizens.

Promote responsible use of human and environmental resources.

GENERAL PLAN MISSION

This General Plan will guide the development of an orderly, safe and enriching community -

Direct and guide future development.
Conserve and enhance existing development.
Encourage a wide spectrum of housing opportunities.
Foster business development.

Encourage mutual participation to implement the general plan - public/public and public/private.

Provide the basis for neighborhood planning which includes the values and concerns of residents.

Assure the necessary infrastructure to serve existing and future development.

Work with neighboring jurisdictions to manage growth and resolve regional and subregional issues.

Scope

State law (Government Code §§65300–65403) requires that we prepare and adopt a comprehensive, long-term, and internally consistent general plan to guide future development. The general plan is regarded as the City's "constitution for development" in that it is the highest authority adopted by the City for land use decisions. All land use permits, as well as development and zoning ordinances and the capital improvement program, must be consistent with the general plan. The general plan is relied upon for more concrete guidance than in the past. The trend toward detailed guidance is counterbalanced by the need of future decisionmakers for flexibility. The general plan must give direction to help balance necessarily competing goals of the community, and it is the City Council's responsibility to adopt a plan flexible enough to achieve appropriate balances between such goals. Also, the plan has to include enough flexibility to allow decisionmakers to deal effectively with the uncertainties of the future. Achieving a wise balance of competing goals requires flexibility. Thus, some issues are addressed in the general plan in considerable detail, while areas where the City will need flexibility to achieve creative solutions to community problems will be addressed in suitably general terms.

Elements

The state requires that the general plan contain the following mandatory elements:

Land Use Element:	general distribution and intensity of uses of land for housing, business, industry open space, public facilities, and other uses. Located in the land use element.
Circulation Element:	the location and extent of existing and proposed major streets, arterials, highways, transportation routes, terminals, and related facilities. Located in the transportation/circulation element.
Housing Element:	needs for housing for all sectors of the community. Adopted in 2003, the housing element is available as a separate document.
Open Space Element:	plans and measures for managing open space for production of resources, provision of recreation and agriculture, and preservation of public health and safety. Located in the parks/ open space/conservation element.

Conservation Element:	conservation and use of natural resources. Located in the parks/open space/conservation element.
Safety Element:	policies and programs to protect the community from risks associated with seismic, geologic, flooding, fire, and other hazards. Located in the noise/public health and safety element.
Noise Element:	noise standards and mitigation measures in coordination with land use policies. Located in the noise/public health and safety element.

In addition to the state mandated elements, Measure C (1988) requires us to have an adopted growth management element. The growth management element establishes levels of service for traffic capacity, sewers, flood control, police, fire, parks, and schools. In addition, we have a public services element.

INTERNAL CONSISTENCY

The state planning law requires that all parts of the general plan comprise an integrated, internally consistent and compatible statement of policies. All elements of the general plan have equal legal status. All goals , objectives, and policies must be internally consistent, and any implementation measures must follow logically from the plans goals and policies.

REGIONAL PLANNING

The areas which have received particular regional or statewide attention, and the agencies which oversee Concord's planning efforts for them, are as follows:

Transportation - Metropolitan Transportation Commission
Air Quality - Bay Area Air Quality Management District
Housing - Governor's Office of Planning and Research
Growth Management - Contra Costa Transportation Authority

While the City is responsible for local planning, its authority is limited by state and federal laws and established agreements with other agencies. Regional and state planning requirements are integrated into the plan.

General Plan Formulation Process

Prior to preparation of the draft general plan, technical areas were studied with the help of appropriate experts in fields such as noise and seismicity; the community's ideas for the future were solicited through structured workshop meetings.

The City Council designated an overview committee of two Council members and two Planning Commissioners and appointed a 43-member advisory committee to be consulted at critical points in the planning process.

In the first phase of the update, staff and consultants identified the community's goals and visions for the future by consulting with members of the community. An initial community workshop was held in March, 1991. It provided participants with an opportunity to comment on goals and visions for the future, and identify important general plan issues. Workshop participants highlighted issues such as housing, potential for development and redevelopment in the downtown, the desire to avoid further traffic congestion, and increasing Concord's parks and open space areas. These areas were developed further by the advisory committee and were considered the first step in the plan process.

Preparation and review of three land use alternatives was the second phase of the general plan process. One alternative was based on the then-existing general plan with minor modifications. As a second alternative, the majority of new development was proposed for inclusion within the central area. In the third alternative, new development was located along major arterials and highways. Key trends and factors influencing the formulation of all the alternatives include the demand for new commercial, office and residential development, as well as improvements to transportation. Other goals guiding the preparation of the alternatives included increasing new housing opportunities while maintaining existing residential areas, reducing traffic congestion, and creating land use relationships which will contribute to a satisfying quality of life for the community.

A second community workshop was held in January, 1992 for comment on the above three alternatives. From comments received from the public and the advisory committee, the preferred alternative, a variation of the established land use pattern, was developed.

In addition to the traditional avenues of public participation in the general plan formulation process, the referendum process has involved the voters in making planning determinations. In 1988 the voters of Contra Costa County adopted the "Revised Contra Costa Transportation Improvement and Growth Management Program" ("Measure C"). Concord has complied with this referendum and adopted a growth management element in the general plan.

Plan Adoption

Adoption of a general plan requires public hearings before the Planning Commission and the City Council. A key information source for evaluating the plan is the environmental impact report (EIR). The EIR helps the public and decisionmakers understand the environmental implications of proposed general plan policies. It deals with general plan issues at an appropriately general level. The General Plan is, to the extent possible, a self-mitigating project. Potentially significant environmental consequences of development have been addressed through appropriate general plan policies.

Land Use Element

INTRODUCTION

The land use element designates the location and extent of land use categories such as housing, business, industry, public facilities, and open space. It includes policies and a land use diagram.

Background information concerning the land use element is contained in the "Population and Employment Projections" and the "Baseline Conditions Report," on file at the City of Concord Planning Division. Please refer to these sources for descriptive and quantified background information.

RESIDENTIAL DEVELOPMENT

Goal 1 Neighborhoods
Preserve and enhance residential neighborhoods.

Objective 1.1 Neighborhood Character

Ensure that new development contributes to improving the neighborhood and to preservation of positive neighborhood characteristics.

Policy 1.1.1 New development in residential areas shall contribute to the policy of improving the neighborhood while preserving positive neighborhood characteristics. Housing quality shall be equal to or better than surrounding development. The scale (e.g., the relative size and proportions) of new development shall be complementary to the scale of the surroundings.

Policy 1.1.2 The City of Concord presumes that approval of development at the low end of the allowable density range in any particular multi-family zoning designation will be the norm, while development at a higher density will be allowable if the project sponsor demonstrates clear benefit to the residents of the development and to the community at large through providing facilities and amenities which enhance the development and/or neighborhood. To justify approval of a higher density, the approving body must make specific findings of how the proposed project will further the General Plan goals and objectives for livable neighborhoods.

Objective 1.2 Compatibility of Adjacent Uses

Strive to minimize land use conflicts between residential neighborhoods and adjacent uses.

Policy 1.2.1 Wherever possible, landscaping and/or increased setbacks shall be provided as a buffer zone between residential uses and more intensive land uses such as higher density residential development, commercial, office and industrial. This policy applies to new development and to substantial changes to existing development which are subject to discretionary review.

Policy 1.2.2 Within the range of allowable development densities, the City shall determine the most appropriate density or intensity for any particular development. Consideration may include but is not limited to:

a. Quality of design;

b. Provision of affordable housing opportunities;

c. Mitigation of potential adverse impacts such as noise and traffic;

d. Compatibility with the character, circulation system and general improvements of the surrounding neighborhood; and

e. The shape, configuration, topography, and natural character of the site.

Objective 1.3 Infill Development

Encourage the infill of vacant and underutilized properties in residential neighborhoods, while ensuring that new development complements the character of the existing neighborhood.

Policy 1.3.1 The density and design of infill housing development should complement the character of the existing neighborhood.

Policy 1.3.2 Allow for a variety of housing types such as duplexes on corner lots, secondary living units, and planned unit developments within the low density residential category so long as the development maintains or enhances the desirable characteristics of a single family neighborhood.

Policy 1.3.3 Commercial sites which have been vacant or which have structures which have not been in use for an extended period of time, which are bounded by single family residential development on at least two sides, are encouraged to be developed as residential projects.

Policy 1.3.4 Encourage affordable housing and its dispersion throughout the community and region.

Policy 1.3.5 Development at or near the high end of the allowable density range is generally possible only on sites where ample size, level terrain, excellent access, lack of encumbrance by easements, lack of potential to adversely affect neighbors, and lack of natural or other constraints provide optimal conditions for development. Conversely, to comply with Objective 1.1 Neighborhood Character and Objective 1.2 Compatibility of Adjacent Uses, development at a lower density may be required on sites with significant development constraints such as small size, poor access, uneven terrain, easements, natural features, etc.

Policy 1.3.6 If a development entitlement is sought for a site which is adjacent to vacant, developable land or underutilized, redevelopable land, a conceptual master plan may be required to assure optimal provisions for future development and overall benefit to the surrounding neighborhood. The conceptual master plan will address ultimate land use, intensity of development, vehicular access, drainage, sewerage, and utilities for the entire contiguous vacant and/or underutilized area.

Objective 1.4 Housing Near Mass Transit Corridors

Medium and high density residential development should occur near mass transit corridors to provide housing opportunities with reduced dependence on automobiles.

Policy 1.4.1 Encourage integration of residential uses within the Central Area.

Policy 1.4.2 Encourage well-planned, medium and high density residential uses on vacant and underutilized parcels along bus routes on arterial streets.

Policy 1.4.3 Discourage replacement of residential units with non-residential uses along arterial streets.

Policy 1.4.4 Professional office development may be an appropriate alternative to residential development provided the project involves assembly of small properties, the number of driveway openings is reduced from the number previously existing on site, and impacts on neighboring residences are reduced or minimized.

Objective 1.5 Neighborhood Planning

Involve neighborhoods in plan implementation.

Policy 1.5.1 Encourage neighborhood participation in the land use decision-making process.

Neighborhood and community commercial uses are those which contain retail activities such as food stores, banks, restaurants, convenience services, and retail uses that tend to serve neighborhood and community-scale market areas.

Regional commercial areas tend to be heavily dependent on the regional transportation system and require large parcels for stores and parking. The General Plan strives to reserve sites with good highway access for high intensity regional commercial uses. Typical uses include regional mall shopping centers, manufacturers outlets, bulk retail and new car sales lots.

GOAL 2 NEIGHBORHOOD AND COMMUNITY COMMERCIAL USES
Provide commercial retail and service uses to serve the needs of residents.

Objective 2.1 Enhance Existing Areas

Enhance the potential for success of existing retail and commercial areas.

Policy 2.1.1 Existing retail and commercial areas are encouraged to expand to their maximum potential through infill development, rehabilitation of existing centers, and (where possible) private redevelopment of existing, poorly functioning, commercial areas before new retail and commercial areas are designated in the General Plan within the same service areas.

Policy 2.1.2 The Monument Boulevard corridor approximately from Walters Way to Meadow Lane on the north side of Monument Boulevard, and approximately from Monument Court to Detroit Avenue on the south side of the street, which has a history of being an auto service area, should provide a focus for automobile service needs such as auto service, repair, routine maintenance, diagnostics, body work, and painting.

Policy 2.1.3 The City's small business/retail base should be supported and strengthened.

Policy 2.1.4 Approval of future commercial development shall take into account: a) neighborhood/community need, b) expansion of the variety of goods and services available in the general area, and c) impacts on other existing commercial areas.

Objective 2.2 Compatibility With Neighborhoods

Ensure that future neighborhood/community commercial developments will complement neighboring residential areas.

Policy 2.2.1 Any vacant site that lies outside a commercial center (a contiguous area occupied by one or more commercial establishments) that is designated as

community commercial (or community office) may be considered for residential development, without change to the Land Use Diagram, provided new development is consistent with the goal of neighborhood enhancement: Land Use Element Goal 1, "Preserve and Enhance Residential Neighborhoods."

Policy 2.2.2 Provide buffers between new and redeveloping commercial areas, and adjacent residential areas through fencing, distance and landscaping. This policy shall apply to new development or substantial changes to existing development which are subject to discretionary review.

Policy 2.2.3 New or redeveloped commercial centers should strive to minimize the amount of paving by combining parking lots, consolidating parcels, and minimizing the number of curb cuts.

Policy 2.2.4 Commercial uses with potential to impact residential uses shall not have excessively late closing times, and shall minimize noise, light, solid waste, traffic, and odor nuisances to the neighborhood. The City holds as a high priority the enforcement of all laws against these conditions, and the speedy abatement of such conditions when they occur.

Policy 2.2.5 In existing residential neighborhoods, sites which contain stores and gas stations shall not be expanded beyond the site boundaries. Existing stores and gas stations may be expanded by increasing building size and/or activity, changing the types of commercial activity, or increasing hours of operation only if adverse impacts or nuisances to the neighborhood are avoided.

Policy 2.2.6 Maximize tree plantings at commercial sites.

Objective 2.3 Commercial Streets - Urban Design

On Willow Pass Road, Concord Avenue, Galindo Street, Monument Boulevard, Clayton Road, Concord Boulevard, Treat Boulevard, Ygnacio Valley Road, the City will strive to remedy the detrimental effects of strip commercial development, including traffic congestion and piecemeal development patterns.

Policy 2.3.1 The number of driveways and access points along the above-designated commercial streets shall be restricted in order to maximize traffic capacity and to avoid traffic flow restrictions caused by excessive turning movements or traffic queuing in the public right-of-way.

Policy 2.3.2 Driveways shall be shared by two or more parcels wherever feasible.

Policy 2.3.3 Convenience retail uses characterized by high traffic generation rates, including but not limited to take-out restaurants, businesses with drive-up or

drive-through service, and convenience markets, should be designed as part of a multi-tenant building in a retail commercial center to reduce high customer turnover traffic impacts, to improve aesthetics, and to improve pedestrian circulation. Such uses should be combined with retail commercial uses, permitting customers to consolidate stops and visit multiple businesses on foot after parking in a conveniently located parking area.

Policy 2.3.4 Small single-tenant buildings which are characterized by high traffic generation rates are not encouraged. Individual freestanding small (generally less than 4,000 square feet) buildings may be considered only for businesses involving potentially hazardous materials, or where separation from neighboring uses is necessary for public health and safety (for example, uses which may be potentially hazardous, noisy, or nuisance-creating).

Policy 2.3.5 Architectural design shall be evaluated for its long-term contribution to a harmonious, unified streetscape.

Policy 2.3.6 Foster, acknowledge, and nurture architectural design excellence.

OFFICE LAND USE

GOAL 3 REGIONAL COMMERCIAL
Promote and enhance Concord's role as a regional shopping destination.

Objective 3.1 Enhance Existing Uses.

Expand and enhance existing regional commercial uses.

Policy 3.1.1 Support the expansion of existing regional commercial centers as well as development opportunities for new regional commercial centers.

Regional office uses include mid- to high-rise office development offering sufficient space to accommodate major employment.

Community office uses provide space for local-serving professional and service uses at a less intensive scale than regional offices.

GOAL 4 COMMUNITY OFFICE USE
Provide community-serving office uses to serve residents' needs.

Objective 4.1 Compatibility

Community office uses shall be located and operated in a manner compatible with the surrounding residential community.

Policy 4.1.1 Characteristics that should be considered when determining compatibility of community office uses with the surrounding residential community include, but are not limited to, the following:

a. Hours and manner of operation.

b. Architectural design should be compatible with and improve the surrounding neighborhood.

c. Access to parking areas should be directed away from adjacent residences; parking areas should be screened from view of people on streets and adjacent property.

d. Signs should be visually compatible with the surrounding residential neighborhood.

e. Appropriate transitional buffers (i.e., separation, landscaping and fencing) shall be required to mitigate potential impacts on adjacent residential areas.

Policy 4.1.2 Encourage resident-serving office uses close to residential neighborhoods.

Policy 4.1.3 Offices providing services primarily for workers at regional workplaces should be located near regional workplaces.

Policy 4.1.4 An office complex may be an integral component of a larger-scale, mixed-use development at sites designated for mixed use on the Land Use Diagram.

Policy 4.1.5 Curb openings onto arterial streets shall be minimized.

Objective 4.2 Support for the Service Sector

Support the development of community office uses that support the community service sectors of the community.

Policy 4.2.1 Encourage professional offices to locate close to related institutions or businesses, for example, medical offices in proximity to Mt. Diablo Medical Center.

Goal 5 Regional Office Use

Promote and enhance Concord's role as a location for region-serving office uses.

Objective 5.1 Increased Job Opportunities

Encourage the development of quality, regional office space, that can provide opportunities for increased job development within the City.

Policies See Central Concord goal, objectives and policies, beginning at Goal 7.

Industrial Land Use/ Business Park

Industrial employment and warehousing uses play an important role in Concord's economy. Industrial land uses have undergone a transition, shifting from traditional manufacturing, warehousing and wholesaling uses, to clean industries and businesses such as research and development, corporate facilities, and bulk commercial uses.

In order to be responsive to the changing nature of industrial use within Concord, to foster flexibility in allowed uses within business park areas, and to address the traffic, parking, and other impacts associated with business growth, the general plan has designated most of the industrial areas of the City as Industrial/Business Park. This designation allows a range of uses while ensuring that land use compatibility, parking, and access are adequately addressed.

Goal 6 Industrial Use

Sustain the existing viable industrial base and encourage new, job-producing activities.

Objective 6.1 Heavy Industry

Recognize the importance of the heavy industrial uses north of State Route 4.

Policy 6.1.1 Within the heavy industrial designation, the primary use shall be heavy industry, with light industry (such as clean industry, assembly, and warehousing) allowed as a secondary use.

Policy 6.1.2 No high-occupancy land use, such as retail stores and offices, nor any use which depends on frequent visits from members of the general public, shall be permitted within the heavy industrial area.

Policy 6.1.3 The City will work with heavy industrial businesses to seek opportunities to reduce emissions of pollutants to levels below those permitted by federal and state regulations.

Objective 6.2 Industrial/Business Park

Ensure that development within industrial/business park areas is compatible in terms of function, appearance, and safety concerns.

Policy 6.2.1 Promote research and development and similar types of light industrial uses in areas designated for industrial/business park uses.

Policy 6.2.2 Make use of all available fiscal and policy avenues to strongly encourage employment-generating high-technology and light industries wishing to locate in Concord.

Policy 6.2.3 In areas designated for industrial/business park uses, the following types of retail uses may be allowed:

a. Food service, for persons employed within the immediate area.

b. Retail show rooms, as an ancillary use to a bona fide light industrial or business park activity; and

c. High volume, warehouse, and/or discount retail uses where adequate parking and safety for the general public can be assured, and where the addition of the use will not interfere with industrial uses within the area.

d. Commercial recreation such as indoor recreation uses which need large indoor facilities and/or high ceiling clearance.

Policy 6.2.4 High volume, warehouse retail, and/or discount retail, and/or highway-oriented retail may be permitted in mixed use business parks. Criteria used to judge the appropriateness of such uses shall include:

a. Potential of the proposed use to disrupt the activities of adjoining uses.

b. Potential exposure of the public to hazardous conditions, whether existing at present of reasonably foreseeable in the future.

c. Adequate separation of truck and heavy vehicle traffic from passenger car traffic; and

d. Aesthetic impacts on major transportation routes, such as the State Route 4 corridor.

Policy 6.2.5 Sites with particularly good street access and high public visibility may be permitted to have high intensity sales or service uses (comparable to regional commercial uses). Certain locations will not be suitable for high intensity uses due to the Concord Fault, Airport restrictions, or other safety constraints.

DETAILED PLANNING AREAS

Areas identified as "Detailed Planning Areas" require specific general plan policies to respond to needs and concerns. They are shown in Figure 1 following the land use element text.

CENTRAL CONCORD

For the purposes of this General Plan, Central Concord is defined as that portion of the Redevelopment Project Area east of Market Street. (See Figure 1 following the land use element text.)

GOAL 7 CENTRAL CONCORD

Maintain and enhance Central Concord as the economic, social, and symbolic center of the City.

Objective 7.1 Nature and Intensity of Development

Integrate commerce, employment, transportation, government, residential, entertainment and cultural attractions at an urban scale.

Policy 7.1.1 Actively promote business and employment uses in order to expand job opportunities and attract new economic activity. (See also Objective 5.1, Increased Job Opportunities.)

Policy 7.1.2 Urban-scale development including both amenities and services for workers and residents, should be located within the Redevelopment Area.[1]

Policy 7.1.3 Development in Central Concord shall be designed so that impacts on lower-intensity neighboring areas are minimized.

Policy 7.1.4 New development must contribute to the economic, social, and aesthetic condition of the City by emphasizing quality in design, landscaping, and construction.

Policy 7.1.5 Make optimal use of the Park 'N' Shop center's excellent freeway access and large size by maximizing retail sales opportunities and intensifying development on the site, possibly with retail, office, and/or residential development.

Policy 7.1.6 The Terminal Shopping Center (Metro Center) is encouraged to be redeveloped in a manner which alleviates potential adverse impacts on the surrounding neighborhood and takes advantage of the site's proximity to downtown BART and downtown Concord.

[1]The full range of the Medium Density Residential Land Use designation and the High Density Residential land use designation are allowable within Central Concord.

Policy 7.1.7 The vacant site northeast of Clayton Road and The Alameda and the Terminal Shopping Center (Metro Center) site are encouraged to develop in a coordinated manner. The two sites would preferably be developed together. If not, development proposals for either site would be required to include a potential development analysis for the other site, including conceptual analysis of alternative development scenarios and the impacts on the downtown, neighboring residential areas, and the BART station area.

Objective 7.2 Residential Development

Provide opportunities for residential development in Central Concord to complement and support commercial, office and entertainment uses, and to provide for those residents who prefer "downtown" living.

Policy 7.2.1 Residential development in Central Concord shall be primarily medium- to high-density, high-quality housing and shall provide for both rental and ownership opportunities.

Policy 7.2.2 California Hill should develop as a pedestrian-oriented, medium- to high-density residential neighborhood with strong connections to adjacent employment, shopping, transit, open space, and public amenities. Given the inherent constraints, the residential boundaries of this area should be expanded to the maximum extent possible. California Hill is generally the area bounded by Fremont Street on the west, Sutter Street on the south, Harrison Street, Broadway and Salvio Street on the east, and Concord Avenue on the north. Refer also to Land Use Diagram designations.

Policy 7.2.3 Residential units are encouraged where a viable residential setting is established and a high level of amenities is provided for residents within a viable residential setting.

Objective 7.3 Todos Santos Plaza and Surrounding Area

Preserve and enhance Todos Santos Plaza and the surrounding area, Concord's historic downtown, as the City's central focal point, outdoor recreational plaza, and community gathering place.

Policy 7.3.1 Encourage the development of multiple anchor uses (major attractions) to provide attractions to the area and encourage pedestrian activity.

Policy 7.3.2 Mixed-use development consisting of ground-floor retail and/or office use with residential or office uses on the upper floors shall be encouraged in areas designated on the land use diagram as Downtown Multiple Use.

Policy 7.3.3 Uses that make the area more vital and dynamic, encourage pedestrian activity and expand the range of activities offered in the downtown are encouraged. Examples include theaters, restaurants, specialty shops, and public uses, such as a new library.

Policy 7.3.4 Encourage a comprehensive Todos Santos Plaza area theme to underscore the Plaza area's historical and contemporary identity. Architecturally, the theme is to include predominately light colored, stucco exterior building materials, tile roofs and alcoves.

Policy 7.3.5 Parking should be provided in facilities at the periphery of the Todos Santos Plaza area. Pedestrian corridors should link these parking areas to the plaza.

Policy 7.3.6 Building heights for new structures in the blocks immediately adjacent to the Plaza shall not exceed three stories at the street frontage. A minimum height of two stories is encouraged where practical and consistent with the scale of adjacent structures.

Policy 7.3.7 Historic buildings shall be preserved to the maximum extent feasible, either in their existing location(s) or relocated to specifically designated sites, preferably in a historical district or historical building park.

Policy 7.3.8 A continuous frontage of commercial development is encouraged along Grant Street between Todos Santos Plaza and the Bay Area Rapid Transit (BART) Station.

Objective 7.4 Urban Environment

Strive to unify the various architectural and design elements of Central Concord into a functionally and visually cohesive urban environment.

Policy 7.4.1 The "Downtown Concord Urban Design Manual", "Community Design Guidelines", and other such studies shall provide direction for public and private development decisions and further the goal of unifying the central area.

Policy 7.4.2 New development along Concord Avenue from Highway 242 to Willow Pass Road shall be designed such that new buildings shall have a strong design relationship with the street. Landscape improvements shall be designed to coordinate with existing or proposed streetscape improvements. Surface parking should be located at the rear of buildings.

Policy 7.4.3 Strive to develop an image of a cohesive identifiable area through a comprehensive, public graphic and signage program and include other areas of the City in order to complement and reinforce the Central Concord area.

Objective 7.5 Pedestrian Circulation

Encourage pedestrian circulation through preservation of access corridors and improvements to sidewalks, crosswalks, lighting and pedestrian amenities such as seating.

Policy 7.5.1 Grant Street and Salvio Street will function primarily as pedestrian corridors.

Policy 7.5.2 New development along Grant Street between the Central Concord BART Station and Todos Santos Plaza will include a pedestrian-oriented retail streetscape.

Policy 7.5.3 Options for future pedestrian and transit links which connect the Central Concord BART Station and Todos Santos Plaza with other uses along Willow Pass Road and Sun Valley Mall shall be preserved through the preservation of corridors and rights-of-way.

West Concord is a region-serving office, commercial, and employment center generally designated as all of Concord west of Market Street. (See Fig. 1)

WEST CONCORD

GOAL 8 WEST CONCORD

Enhance the image and identity of the City and West Concord (See Fig. 1) as a regional center through quality urban development.

Objective 8.1 Region Serving Commercial, Office, Retail and Employment Uses

West Concord shall develop with region serving commercial, office, hotel, retail and employment uses.

Policy 8.1.1 Actively promote business and employment uses in order to expand job opportunities and attract new economic activity.

Policy 8.1.2 Private development and Redevelopment Agency activity should focus on uses which will increase employment opportunities, generate significant sales and property tax revenues, and provide a wider range of goods and services to the City and region.

Policy 8.1.3 Develop a circulation network that will provide for safe and efficient movement of people and goods within West Concord and to other areas in the region.

Policy 8.1.4 New development must contribute to the economic, social, and aesthetic well-being of the City by emphasizing quality in design, landscaping, and construction.

Policy 8.1.5 Commercial and retail development should be generally region serving as compared to local service or support uses. A limited amount of local convenience and support uses may be allowed as ancillary uses within larger buildings to serve existing large office and retail developments.

Policy 8.1.6 Relocation and development of additional new motor vehicle dealerships should be directed to the Market Street Auto Center (west side of Market Street between Concord Avenue and Willow Pass Road) and the frontage along the south side of Concord Avenue between the Walnut Creek Channel and Market Street.

Policy 8.1.7 Encourage the relocation of industrial uses, which are not consistent with the goals for West Concord, from West Concord to other industrial areas within the City's planning area sphere.

Policy 8.1.8 The area in the vicinity of Via de Mercados, Galaxy Way and Commerce Avenue should develop as a business park focusing on research and development with other specialized services serving the region, for example, sports medicine and rehabilitation.

Policy 8.1.9 The City may consider regional commercial development on the north side of Concord Avenue west of State Route 242 provided a development site of at least fifteen acres with at least 300 feet of frontage on Concord Avenue is available. Proposed land uses must comply with Objective 11.2. and related policies with respect to the area within the Buchanan Field Airport safety zone of the Airport Land Use Commission (ALUC) within this area. Prior to considering an approval of any proposed general plan amendment or rezoning, State law requires the proposal must first be referred to the Airport Land Use Commission for opportunity to determine if the project is consistent with the ALUC plan.

Policy 8.1.10 Create a desirable urban form through the careful management of the location of buildings, parking areas and landscaping. Buildings shall be of high-quality design, materials and construction.

Policy 8.1.11 Ground signs are to be kept to a minimum to enhance the area's appearance, maximize street beautification, and minimize visual clutter.

North Todos Santos Area

The historic North Todos Santos area, approximately 20 square blocks north of Salvio Street, roughly between Port Chicago Highway and Concord Avenue, and south of Mount Diablo High School, extends north from the Todos Santos Plaza area. Portions of this area, particularly west of East Street and south of Bonifacio Street, have evolved over time to contain a mixture of uses, including single-family and multi-family residences, medical offices, and commercial offices.

The area contains many historic buildings. Some homes have been converted to office use. The City has identified several houses as exhibiting the typical architectural style that makes the North Todos Santos area distinctive, and established a basis for application of the Historic Building Code to those structures in order to preserve the character of the neighborhood.

GOAL 9 NORTH TODOS SANTOS

Protect and preserve the North Todos Santos neighborhood while accommodating future growth and development of the Mt. Diablo Medical Center and related offices. (See Fig. 1)

Objective 9.1 Mt. Diablo Medical Center

Provide for the expansion of Mt. Diablo Medical Center without creating adverse consequences on adjacent residential neighborhoods and historic areas.

Policy 9.1.1 Adequate parking shall be provided on site; parking that can also serve off-site uses through cooperative means is encouraged.

Policy 9.1.2 Development shall be designed so as to minimize traffic and noise, and to assure that potential environmental hazards associated with medical care, such as electrical sources, toxic chemicals, and infectious wastes, are managed appropriately so they do not pose a threat to public health.

Objective 9.2 Medical Uses

Accommodate demand for hospital related businesses and medical offices near the Medical Center.

Policy 9.2.1 Uses within the area designated as community office near the Medical Center are encouraged to be medical offices and supporting activities.

Objective 9.3 North Todos Santos Area

Conserve the scale and character of the North Todos Santos neighborhood while allowing for new, compatible uses.

Policy 9.3.1 The City shall cooperate with the Concord Historical Society and other interested parties to encourage retention of existing houses for residential and professional office uses.

Policy 9.3.2 New development shall conform in scale and style to the historic character of the neighborhood.

Policy 9.3.3 Consistent with the early 20th Century character of the area, promote pedestrian traffic and discourage vehicular traffic.

CLAYTON ROAD

Clayton Road east of Fifth Street has been a focus of planning efforts, at least since the 1960s, when much of Concord's suburban growth began to extend along Clayton Road. The following goals, objectives, and policies address development in this area.

GOAL 10 CLAYTON ROAD

Enhance and balance commercial and residential development, and preserve the distinct commercial and residential districts on Clayton Road as follows:

A. Fifth Avenue to Babel Lane - community-serving activities including neighborhood/community retail and services, institutional uses, and professional offices are encouraged as the predominating activities.

B. Babel Lane to Treat Boulevard/Denkinger Road - Residential should be the predominant land use.

C. Treat Boulevard/Denkinger Road to Matheson Road - neighborhood-oriented convenience retail should be the predominant land use.

D. Matheson Road to Ayers Road - residential scale and character should prevail in use and design.

E. Ayers Road to the eastern City limit - a mix of commercial and residential land use with integrated design should be maintained in this area.

Objective 10.1 Land Use Intensity

Policy 10.1.1 Residences backing onto Clayton Road are not considered appropriate for land use changes which would gain access or be visible from Clayton Road.

Policy 10.1.2 Residential uses near Clayton Road without direct frontage and access on Clayton Road function as part of their neighborhood, and therefore will not be considered appropriate for conversion to commercial or office uses.

Policy 10.1.3 Automobile services and related sales shall be contained in permanent buildings.

Policy 10.1.4 Where professional offices are allowable on Clayton Road, land assembly is encouraged to achieve building sites large enough for safe, efficient on-site vehicular circulation and ample landscaping.

Objective 10.2 Newhall Park

Provide access and a visual corridor from Clayton Road to Newhall Park.

Policy 10.2.1 Encourage the improvement of pedestrian access to Newhall Park on Clayton Road near Bailey Road.

Policy 10.2.2 Establish a linear park along Bailey Road to improve the connection between Newhall Park and neighborhoods north of Clayton Road.

Goal 11 Buchanan Field Airport

Buchanan Field Airport is an asset to Concord and Contra Costa County. Realization of the development potential of the Central Concord area and the maintenance of the viability of the airport is a goal of the City. Any airport use expansion or modification should not be detrimental to land development in Concord nor pose noise or safety concerns to persons or land uses.

State law provides for a special planning process to assure consideration of airport interests in the formulation of local community plans. Pursuant to State law, the Contra Costa County Airport Land Use Commission (ALUC) has been established as an independent body to advise local jurisdictions, such as the City of Concord, on appropriate land use policy for the area near Buchanan Field Airport to assure development compatibility with planned airport operations. To aid in this task, the ALUC has adopted a plan covering the area near the airport. The plan identifies areas near the airport where structural height limits, public safety and noise restrictions are applicable.

The Airport Influence Area is defined by Figure 4. The boundary extends an approximately three-mile radius in all directions from the airport runways. The Airport Influence Area encompasses nearly half of the Planning Area of this General Plan as depicted in Figure 4.

Objective 11.1 Safety Compatibility

Maintain compatibility between the airport and proposed land uses which helps achieve the development potential of Central Concord while maintaining the safety and viability of airport operations.

Policy 11.1.1 Provide for compatibility between the airport and neighboring land uses within the Airport Influence Area through review of new and redevelopment projects, for consistency with noise, safety, and airspace protection

criteria.

Policy 11.1.2 The City shall enforce safety compatibility criteria consistent with the County ALUC Plan for new and redevelopment projects within airport safety zones.

Policy 11.1.3 Promote airport compatibility planning through the forwarding of new and redevelopment project submittals to the County ALUC.

Implementation 11.1.3.1 The City shall forward applications for general plan amendments, rezoning requests, and major land use actions to the County ALUC for review.

Implementation 11.1.3.2 The City shall update its Zoning Ordinance to include development standards for new and redevelopment projects within the airport influence area.

Goal 12 Mount Diablo Medical Center Helipad

The City recognizes that the option of helicopter transport to and from Mt. Diablo Medical Center may make essential, life saving contributions to the emergency medical patient, and be an asset to Concord and Contra Costa County. Any helipad use, expansion or modification should not be detrimental to land development in Concord. (See Fig. 3)

Objective 12.1 Structural Height Limits

Maintain structural height limits which allow for the eventual operation of the helipad.

Policy 12.1.1 Unless otherwise regulated by City plans, ordinances, or policies which require lower maximum heights, the maximum height limit for all projects within the Mt. Diablo Hospital Helipad Planning Area shall be determined by the Structural Height Limits Map for the Mt. Diablo Hospital Helipad. Permanent structures which exceed the maximum height shown on the Structural Height Limits Map for the Mt. Diablo Hospital Helipad (Fig. 3) will not be allowed. No exceptions will be granted through the TERPS process nor any other process. For the purposes of this section, maximum height limits are determined in relation to elevation above mean sea level (AMSL). The maximum height limit applies to the highest part of the building or any building appurtenance thereof, whichever is higher.

Policy 12.1.2 An exterior building materials reflectivity analysis shall be required for those structures likely to pose reflectivity concerns upon review of the proposed type of building materials, building height, and building location, and use on site. Reflectivity studies shall address the potential for pilot and airport operation

interference, proposed mitigation measures for identified potential interference resulting from reflected sunlight or any other subject areas related to reflectivity which are appropriate. If a reflectivity analysis identifies reflectivity hazards, mitigation measures shall be required to reduce or eliminate such hazards.

Policy 12.1.3 Once the helipad becomes operational, temporary structures, such as construction cranes or antennas which would penetrate any identified height limit surface, may be allowed by the City after a case-by-case review, provided that obstruction lighting and marking are installed, and a two-week notice of temporary structure emplacement is provided by the proponent to the Mt. Diablo Medical Center, the City of Concord, and the Buchanan Field FAA Control Tower Chief. Temporary structure emplacement shall be subject to a reasonable time limit.

GOAL 13 NAVAL WEAPONS STATION

Continue and enhance the long-standing relationship with the Concord Naval Weapons Station.

Objective 13.1 Naval Weapons Station Security/Open Space Value

Recognize the value of the Naval Weapons Station for national security, as visual open space, and as valuable wetland habitat.

Objective 13.2 Naval Weapons Station Alternate Use

Recognize that federal government military policies may result in the closure of the station at some future date.

Policy 13.2.1 Should the federal government offer a substantial portion of the property for non-military uses other than for public use by the City of Concord, a General Plan Amendment for the entire property shall be prepared for consideration by the City of Concord.

Policy 13.2.2 Property offered to the City of Concord for public use shall be considered on a case-by-case basis.

Objective 13.3 Access

Improve safety and circulation on public access ways to the Concord Naval Weapons Station.

Policy 13.3.1 The City endorses the Navy's plan to separate automotive traffic from railroad weapons traffic which crosses Port Chicago Highway near Clyde connecting the port facilities with the inland storage areas.

Goal 14 Neighborhood Planning
Sustain long-term livability of Concord neighborhoods.

Objective 14.1 Neighborhood Livability

Identify and capitalize on each neighborhood's strengths, and guide land use decisions that reinforce these strengths and maintain the neighborhood's residential character and scale while improving areas of neighborhood weaknesses. New development within a neighborhood must maintain and reinforce the residential character and scale of the neighborhood.

Policy 14.1.1 The City will conduct neighborhood planning assessments and undertake strategic planning programs especially for those neighborhoods which have exhibited a decline in physical characteristics.

Policy 14.1.2 The City will pursue neighborhood planning strategies to conserve and enhance livability. In particular, where neighborhoods exhibit characteristics such as lack of parking, excessive noise, or other adverse consequences to health, safety, and general welfare, the City will pursue programs intended to improve neighborhood livability.

Policy 14.1.3 The allowable development intensity in neighborhoods near the Central Concord Redevelopment Area (Sinclair/Alameda, Doris Court, and Ashbury area) will generally not be increased until the development potential of the Central Area is substantially realized. This policy is intended to focus development in the Central Concord Redevelopment Area and to avoid piecemeal development intensification which would erode the livability of existing neighborhoods near the downtown.

Policy 14.1.4 The City will foster conditions that make Concord's neighborhoods desirable places to live.

Policy 14.1.5 The City will support housing conservation to maintain the quality of the housing stock.

Policy 14.1.6 Landscaping, setbacks, and other appropriate buffers will be required between different types of uses, such as residential and non-residential or low and medium density residential.

Doris Court/ Crawford Village

The Doris Court/Crawford Village neighborhood is located east of the downtown Concord BART station, between Clayton Road on the north and Cowell Road on the south, and extending east roughly to the Contra Costa Canal.

Objective 14.2 Doris Court/Crawford Village[2]

Conserve the long-term livability of the Doris Court/Crawford Village neighborhood and provide for future change. (See Fig. 1)

Policy 14.2.1 Support housing conservation and continuing neighborhood improvement in the Doris Court neighborhood.

Policy 14.2.2 After substantial development of the Central Area, the Doris Court area has the potential to accommodate further Central Area type uses. Redevelopment of the Doris Court area is a logical extension of the Central Area because of its relative location to the Central Area, a BART Station, road network, and also the age of residences. Redevelopment of the Doris Court area would require City approval of a conceptual master plan.

GALINDO HOUSE

The Galindo House Area is located in the immediate vicinity of the Galindo House on the south side of Clayton Road west of Amador Avenue.

Objective 14.3 Galindo House Area

Protect the Galindo House, 1781 Amador Avenue, one of Concord's most historically significant structures, from possible adverse effects of downtown development and ensure compatible relationships with public and private activities in the area. (See Fig. 1)

Policy 14.3.1 Encourage locating historic structures which are to be moved from their original sites to the vicinity of the Galindo House.

Policy 14.3.2 Establish design guidelines for development in proximity to the Galindo House.

SINCLAIR ALAMEDA AREA

The Sinclair Alameda area is a residential district located west of Parkside Drive and north of Sinclair Avenue. (See Fig. 1.)

Objective 14.4 Sinclair Alameda Area

Establish an orderly transition of land uses from high intensity uses in the Central Area to low density residential uses east of Parkside Drive and north of The Alameda.

Policy 14.4.1 New development proposals will be evaluated primarily for their impacts on the residential character of their surroundings.

[2]Refer to Clayton Road frontage in Special Sites, Policy 15.1.5.

The Monument Boulevard neighborhood is generally the areas on both sides of Monument Boulevard from the western City limits to Cowell Road.

Objective 14.5 Monument Boulevard

Enhance and balance commercial and residential development, and preserve the distinct commercial and residential districts with frontage on Monument Boulevard as follows:

A. Approximately from Walters Way to Meadow Lane on the north side of Monument Boulevard and approximately from Monument Court to Detroit Avenue on the south side of Monument - automobile service needs and related commercial activities.

B. From Meadow Lane to a point opposite Reganti Drive on the north side of Monument Boulevard and from Detroit Avenue to a point approximately 400 feet west of Reganti Drive on the south side of Monument Boulevard - businesses primarily serving the immediate residential neighborhoods and secondarily serving the regional retail market.

C. From a point opposite Reganti Drive on the north side of Monument Boulevard and from a point approximately 400 feet west of Reganti Drive on the south side of Monument Boulevard to the western City limits - residential area with professional offices as a secondary use.

Policy 14.5.1 Automobile service businesses will not be encouraged at sites not previously occupied by auto service uses in the Monument neighborhood (applies to areas "B" and "C" above).

Policy 14.5.2 Within the business area (area "B" in Objective 14.5), provide a mix of uses which are predominately oriented toward the needs of people who live nearby, yet allow flexibility so that uses which serve a larger area can be accommodated in the Monument Boulevard area.

Policy 14.5.3 Neighborhood-serving retail may be permissible within the residential area (area "C" in Objective 14.5) if it is designed to support the non-commercial character of this area, for example by incorporating neighborhood-serving retail uses in a residential project.

Policy 14.5.4 One large parcel (Assessor's no. 147-040-021, approximately 6.7 acres) has potential for development of a master planned single-use or mixed use project, which may include residential, community office, and/or neighborhood commercial uses.

Objective 14.6 Monument Boulevard Image

Improve the appearance of development along Monument Boulevard in order to provide a more positive image within the City and to improve Concord's image at this important City entry.

Policy 14.6.1 Both new development and renovations of existing development will be required to meet a standard of design excellence comparable to that expected in the Central Area.

Policy 14.6.2 The City shall implement street beautification projects to increase landscaping along Monument Boulevard and to improve the pedestrian environment functionally and aesthetically.

Objective 14.7 Residential areas in proximity to Monument Boulevard

Improve neighborhood livability by addressing traffic concerns, recreation needs, and concerns about the relationships between commercial development, multi-family residential development, and single-family residential development.

Policy 14.7.1 Identify opportunities for public/private cooperation and needed City actions, and to prioritize implementation efforts.

Policy 14.7.2 Upgrade the quality of multi-family housing by requiring high-quality design in new projects and in renovations of existing housing.

Objective 14.8 Ayers Ranch

AYERS RANCH

Conserve the portion of Ayers Ranch designated "Rural Residential-Conservation" as a unique rural quality residential option to the City.

Policy 14.8.1 Maintain large lot size. Open space should be conserved by consistent implementation of development standards, which limit total lot coverage permitted on large lots.

Objective 14.9 Ayers Ranch Character

Encourage retention of the rural and semi-rural character of Ayers Ranch, which makes this area distinctive from other Concord neighborhoods.

Policy 14.9.1 The City supports the keeping of horses in a manner consistent with public health, safety, and general welfare.

Objective 14.10 Ayers Ranch Circulation

Improve both vehicular and non-vehicular circulation in Ayers Ranch.

Policy 14.10.1 The City will cooperate with area residents who wish to improve facilities for pedestrians, horses, and bicycles.

Policy 14.10.2 Through traffic is to be accommodated only on Ayers Road, Ygnacio Valley Road, and Concord Boulevard. Other streets in the Ayers Ranch area are neighborhood collector streets, and high traffic volume due to through traffic is discouraged.

NEWHALL RANCH

Objective 14.11 Newhall Ranch Area Plan

Implement the Newhall Ranch Area Plan. (See Fig. 4)

Policy 14.11.1 The Newhall Ranch Area Plan policies and provisions for new development are incorporated into the General Plan by reference. It is acknowledged that over 90% of the Sand Quarry site has been significantly disturbed by quarrying activity, a situation not addressed by the Hillside Development Policy and the Concord Municipal Code section on Hillside Development. Therefore, the subsequent development of this site will be based on the Newhall Ranch Area Plan and related environmental documentation including but not limited to density, traffic, public safety and aesthetic considerations.

CALIFORNIA STATE UNIVERSITY

Objective 14.12 California State University Compatibility

Ensure that the University is integrated into the community, and surrounding land uses are compatible with and supportive of the facility.

Policy 14.12.1 The City shall coordinate with the California State University to help ensure that improvements such as roadways, utilities, and campus facilities are consistent with City plans.

CLYDE

Objective 14.13 Clyde

Maintain a cooperative relationship with the Clyde community.

Policy 14.13.1 The City of Concord General Plan Land Use Diagram reflects the land use pattern of the community of Clyde, and the City is committed to working with the residents and property owners of Clyde regarding general plan issues.

GOAL 15 PARTICULAR SITES
Provide for orderly development of particular sites.

Objective 15.1 Special Sites and Areas

Establish development policies for specific sites and areas where unique circumstances warrant.

Sites identified as "special sites" are addressed by detailed General Plan policies to respond to unique needs and concerns.

Commercial site, assessor's parcel 120-311-013, at the southeast corner of Pine Hollow Road and Ygnacio Valley Road.

Policy 15.1.1 This site is designated "Neighborhood/Community Commercial." The site is small, located near existing residences partly encumbered by a utility easement, and access to the site is difficult because Ygnacio Valley Road is such a high-volume route. This site is considered suitable for a single user, and low traffic generating uses are preferable to high volume convenience retail uses.

Shay Property

Policy 15.1.2 The 18.76-acre property (assessor's parcel 134-040-004) located next to the Lime Ridge Open Space is a visually prominent hillside. The upper slopes of this property should be retained in visible, natural condition to conserve this topographical feature.

Hills East of Clyde

Policy 15.1.3 The City of Concord supports agricultural and open space land uses.

Clayton Road between Oakland Avenue and San Carlos Avenue

Policy 15.1.4 Provide for a substantial separation between commercial development on Clayton Road and the residential neighborhood to the south as part of the development on the properties fronting on Clayton Road between the Central Concord BART Station and San Carlos Avenue by encouraging assembly of larger parcels which will include the "key" lots immediately south of the lots fronting on Clayton Road.

Market Street between Meadow Lane and Clayton Road

Policy 15.1.5 The City will entertain proposals for new residential development at increased density or new professional office development along the east side of Market Street on sites that involve assembly of several existing single family residence parcels. Such development must begin at the Clayton Road end of this section of Market Street. No group of parcels will be eligible for this provision

unless all the houses to the north have previously been converted to increased residential density or new professional office use.

Port Chicago Highway at Hickory - Commercial Site

Policy 15.1.6 Port Chicago Highway at Hickory - Commercial Site, Assessor's Parcels 110-071-001 and 0021. Intensification of use shall be contingent on a one-phase unified development of these two properties. Reasons for the recommended policy include the need to remove existing driveways along Garden Avenue, consolidate Port Chicago Highway driveways to improve on-site and off-site vehicular circulation, lessen the impacts on surrounding residential neighborhoods, and provide for a more aesthetically pleasing cohesive development.

Southwest Corner of Clayton Road and Babel - Commercial Site

Policy 15.1.7 Intensification of use at this parcel (105-091-025) is encouraged to be part of a unified development with the abutting property, consistent with the site's land use designation.

CULTURAL RESOURCES

GOAL 16 CULTURAL RESOURCES
Preserve and enhance Concord's cultural resources.

Objective 16.1 Historic Resources.

Provide for retention and commemoration of Concord's historic sites and structures.[3]

Policy 16.1.1 It is intended that all city, state, and federally designated historic sites and structures be preserved to the maximum extent feasible. Relocation of certain structures to a central or single location should be examined as a preservation tool.

Policy 16.1.2 Protect and enhance the status of historical resources in the community.

Policy 16.1.3 The City shall follow the recommendations of the State offices in charge of historic resources with respect to managing impacts of development and land use on historic resources.

Objective 16.2 Prehistoric Resources

Afford protection to prehistoric cultural resources.

[3]See also Land Use Element Objective 7.3 and Policy 7.3.7, and Parks, Open Space, and Conservation Element Objective 1.3.

Policy 16.2.1 The City shall follow the recommendations of the State offices in charge of prehistoric resources with respect to managing impacts of development and land use on archaeological resources.

Policy 16.2.2 Important archaeological sites will be preserved.

Policy 16.2.3 In identified sensitive areas, the City will require archaeological studies as part of the development review process.

Land Use Density and Intensity

Policy 17.1.1 Where the General Plan specifies a range of densities or intensities of development within a land use designation, the City will determine the most appropriate density or intensity within the range specified for the land use designation for any particular development based on context, site and environmental conditions, and how the project contributes to the achievement of the City's General Plan goals and objectives.

Private Open Space

Policy 17.1.2 Private open space (for example, open space under the control of a home owner association) is to remain as open space and is not to be developed for other uses.

Policy 17.1.3 The City recognizes that significant recreation facilities are provided by the private sector and other public entities. The City encourages keeping existing facilities and adding new facilities. In the event such uses are displaced by other development, the City will strive to find replacement sites.

Policy 17.1.4 The City recognizes that the community enjoys significant open space which is under private ownership. The City encourages retaining and expanding such open space in the community.

Surplus School Sites

Policy 17.1.5 If a surplus school site is located within a residential neighborhood, the site will be generally viewed by the City as potentially suitable for housing opportunities and/or as potential recreational/open space areas. On a case-by-case basis, the City may consider other uses on sites which are not surrounded by residential development, taking into consideration compatibility with neighboring land uses.

Policy 17.1.6 The City acknowledges the value of school open spaces for recreational use. Any development of surplus school sites should retain recreational use to the greatest extent possible.

Policy 17.1.7 The following land use and intensity standards shall apply to the Olympic School site:

a. Land use shall be either a mixed-use development with 6.5 acres for residential development and 1.75 acres for commercial development, or a residential development of 8.25 acres.

b. The maximum residential density shall be 36 dwelling units per acre.

c. The maximum commercial development shall be 19,000 sq. ft.

d. Mandatory design standards include a transitional setback from any property used, zoned, or planned for single family residential development of 2 ft. per 1 ft. of building height, to a maximum of 50 ft. Transitional design standards are required. An 8-ft. solid wall shall be required along the eastern property line.

e. Maximum building heights and minimum building setbacks are as follows:

Street	Setback	Height
Salvio	0-20 ft.	0 ft.
	21-100 ft.	35 ft.
	Over 100 ft.	50 ft.
Willow Pass	0-9 ft.	0 ft.
	10 ft.	15 ft.
	35 ft. and over	50 ft.

The 35 ft. setback on Willow Pass Road may be reduced where buildings of lower height "step-down" to Willow Pass Road, and grade-level development and amenities provide for a pedestrian orientation. Minimum setback for a one-story building shall be 10 ft.

No structures on this site shall exceed the maximum height limit of 50 ft.

f. Maximum lot coverage shall be 75%.

g. Residential development on the Salvio Street frontage shall be designed to maintain the street's residential character and to develop a strong residential streetscape environment, with the following specific requirements:

- Primary access to the site shall be from Willow Pass Road, with secondary access from Salvio Street.

- Any roads or drives which penetrate the site from Salvio Street shall reflect the character of the streetscape improvements of Salvio Street.

- No solid, continuous building walls shall be allowed. A minimum facade offset of 3 ft. shall be provided for each 40 linear feet of building.

- No continuous building height or roof line shall be allowed along the Salvio Street frontage.

- A system of usable open spaces shall be developed for the higher-density development on the interior portion of the site.

h. For the entire site, no subdivision of this parcel shall be allowed until the property is rezoned to a zoning designation which will allow development consistent with this policy, and until discretionary approvals are obtained to permit such development.

i. In general, the architectural treatment between different building heights shall be a transitional design which provides a gradual stepping of the building mass to the maximum height of 50 ft.

Railroad Rights-of-Way

Policy 17.1.8 For those railroad rights-of-way which do not have land use designations on the Land Use Diagram, an amendment to the Land Use diagram will be required for any reuse of the right-of-way. The City will take into account the effect of the proposed development upon adjacent and nearby land uses, safety, access, and community aesthetics.

Objective 17.2 Solid Waste Management

Manage solid waste to reduce the waste stream and to maximize reuse and recycling of resources contained in waste materials in a manner that does not adversely impact the environment.

Policy 17.2.1 The City shall strive to achieve the state mandated goals of reducing the waste stream by 25% by the year 1995 and 50% by the year 2000, using 1990 as the base year.

The following is a description of the land use designations of the General Plan Land Use Diagram.

Rural Residential - Conservation (0.1 to 2.5 units/acre)

This designation is for areas with rural and semi-rural characteristics.

Low-Density Residential (>2.5 to 10 units/acre)

This designation accommodates single family residential development not included in the "Rural Residential-Conservation" category. This designation applies to the majority of Concord's residential areas and allows a typical suburban density.

Medium-Density Residential (>10-24 units/acre)

This designation accommodates duplex, townhouse, mobile home park, and other mid-density residential types within the City. This designation applies primarily to areas that serve as a transition between the high density residential and commercial areas and adjacent lower density residential neighborhoods.

High-Density Residential (>24-100 units/acre)

This designation contains primarily multi-family residential development with the potential in designated zoning districts for including commercial or office uses at street level. Development at the high end of the range (44-100 dwelling units per acre) may be approved only within the Central Area, where such development must be of high-rise construction ("Type I" or "Type II" construction as defined by the Uniform Building Code).

North Todos Santos

This designation accommodates a mix of residential density and building type and low rise professional office uses in the North Todos Santos neighborhood. The designation includes two sub-areas as follows:

a. Area A where the density of residential development is limited to 10 dwelling units per acre.
b. Area B where the allowable density of residential development would be up to 22 units per acre.
c. Development intensity will be based on sliding scale depending on lot size (as of September 1, 1999) as shown in the following table:

Lot Size (Sq. Ft.)	FAR	Lot Size (Sq. Ft.)	FAR
5,000	.30	13,000	.43
6,000	.32	14,000	.44
7,000	.34	15,000	.45
8,000	.36	16,000	.46
9,000	.38	17,000	.47
10,000	.40	18,000	.48
11,000	.41	19,000	.49
12,000	.42	20,000	.50

Central Area Multiple Use

This designation allows a mixture of commercial, office and residential uses. A residential density of up to 43 units/acre may be allowed.

Neighborhood/Community Commercial

This designation includes those uses that primarily provide convenience and comparison goods and services. Residential development within the Low or Medium-Density Residential density range may also be permitted within these areas to allow combination developments including both commercial and residential development, or to allow residential development where it can serve as a transition use between commercial and single-family residential development, or where a site has proven to be unsuitable for commercial development.

Regional Commercial

This designation contains large-scale (generally greater than 80,000 sq. ft.) commercial uses that serve both residents and the surrounding region. These uses typically require excellent accessibility and locations near freeway interchanges. Regional commercial uses tend to be large in scale. Examples include regional shopping malls, manufacturer outlet stores, and new auto sales.

Community Office

This designation allows for professional offices serving the community, typically low-rise development of not more than three stories.

Regional Office

This designation contains large scale mid- to high-rise (typically 3 to 15 stories) office development. Within this designation, at street level only, restaurants, other commercial uses, and uses ancillary to offices may be allowed.

Industrial/Business Park

This designation provides a mix of light industrial, office, bulk retail, commercial, recreation, and service uses. Typical uses include warehouse, research and development, wholesale, bulk retail, and office space with limited customer access. Other uses may be allowed, such as commercial recreation and other uses that require large, warehouse-style buildings. Specifically, this designation seeks to balance the need for large indoor spaces where varied activities can be undertaken, with the need to maintain health, safety and public welfare.

Heavy Industrial

This designation allows primary manufacturing, refining, and similar activities.

Public/Quasi-Public

Lands owned by public entities and used for public purposes, and lands owned by private parties but committed to a public or quasi-public use are designated "Public/Quasi-Public." The "Public/Quasi-Public" designation would apply to public schools, hospitals, transit stations, and public offices. (The Naval Weapons Station and parks are separate uses with their own land use designations.)

Open Space

Open space applies to large areas that are necessary for natural resource protection, the managed production of natural resources, the provision of natural resources, outdoor recreation, scenic value, and the assurance of public health and safety. Only open space lands owned by a public or quasi-public entity or in which the public has an interest are subject to the "open space" designation on the General Plan Land Use Diagram.

Wetland/Resource Conservation

This designation applies to those wetlands surveyed by the United States Fish and Wildlife Service north of State Route 4. It is intended to protect the wildlife, hydrological, and biological resources in the wetland areas.

Parks

Parks provide visual open space and serve the outdoor recreational needs of the community.

Naval Weapons Station

This designation covers lands which are part of the Concord Naval Weapons Station.

Land Use Category	Building Intensity[1]	Population Density[2, 3]
Rural Residential	0.1 to 2.5 units per acre	1 - 7 persons per acre
Low Density Residential	>2.5 to 10 units per acre	7 - 27 persons per acre
Medium Density Residential	>10-24 units per acre	27 - 64 persons per acre
High Density Residential	>24-100 units per acre (44-100 allowable only in Central Area; see "High Density Residential," pg.3-32)	64 - 263 persons per acre
North Todos Santos	Variable - See Land Use Diagram Designation Description	Variable - See Land Use Diagram Designation Description
Central Area Multiple Use	>10-43 units per acre maximum 4.0 F.A.R.	27 - 113 persons per acre
Neighborhood/Community Commercial	0.2 to 0.5 F.A.R.	
Community Office	0.15 to 0.5 F.A.R.	
Regional Office	Maximum 4.0 F.A.R. in general; maximum 5.0 immediately adjacent to the downtown BART station.	
Industrial/Business Park	Maximum 0.6 F.A.R. for warehouse use; maximum 0.3 for other uses.	
Heavy Industrial	Maximum 0.6 F.A.R.	
Public/Quasi-public	Maximum 0.35 F.A.R.	
Wetland/Resource Conservation	Maximum 0.01 F.A.R.	
Parks	Maximum 0.2 F.A.R.	
Naval Weapons Station	Maximum 0.1 F.A.R.	

Land Use Intensity/Population Standards Table

Notes to Land Use Intensity/Population Standards Table:

1. These standards are intended to describe the range of land use intensity within which the development standards contained in zoning designations will fall. No minimum development intensity is indicated for non-residential development, or for non-residential development in the Central Area Mixed Use designation, which is a dual residential and non-residential designation. The general plan does not preclude land uses with minimal or no development of structures. In no case will these intensity standards be construed to prohibit lawful land uses. The City identifies specific ranges and/or standards in the zoning designations, which implement the general plan.

2. State law requires that "the land use element shall include a statement of the standards of population density and building intensity recommended for the various districts . . . " The above residential population density standard is based on the number of occupants per household, on average, in the 1990 census, which was 2.63 persons per household.

3. Additional population density standards apply within the Buchanan Field planning area. See land use element policies pertaining to Buchanan Field.

4. For residential development the density (number of dwelling units divided by land area) allowed by the General Plan for a property shall be based on the net land area of the subject site. For non-residential development the intensity of development (floor area divided by land area) shall be based on the net land area of the subject site.

Net land area is defined as gross land area (total acreage or site area) less the amount of land committed to 1) public street rights-of-way, 2) private streets and abutting sidewalks, 3) shared driveways, and 4) easements or other rights in the land of another which preclude access or use of the land.

Development prior to the adoption of the General Plan in August 1994 may have been based on other density definitions, and may not strictly comply with this density definition. Such developments will be considered to be consistent with General Plan standards if, at the time such developments were approved, they complied with density standards in effect at that time.

Mapping Conventions

The following are mapping conventions for the General Plan Land Use Diagram.

1. The land use diagram designation goes to the center line of a public street. Thus, in the event a street is to be vacated in the future and the street area is to be made available for development, a General Plan Amendment would not necessarily be needed.

2. Only open space lands owned by a public or quasi-public entity or in which the public has a real property interest are subject to the "open space" designation on the General Plan Land Use Diagram.

3. Small water reservoirs and water tanks have been given a land use designation matching the designation of their surroundings, rather than a "Public/Quasi-Public" designation.

4. In all the residential designations, the City may permit public utilities and public or private service organizations and charities to operate facilities, so long as the operations are compatible with the prevailing residential land use and are consistent with applicable zoning codes.

5. Cemeteries have the General Plan designation of their surroundings, but the City expects them to be permanent land uses and does not encourage any change.

6. The City will not entertain development requests on property which is not a legally developable lot created in accordance with the State Subdivision Map Act.

Figures

1. Detailed Planning Areas

2. Mount Diablo Medical Center Helipad Structural Height Limits

3. Newhall Ranch Area

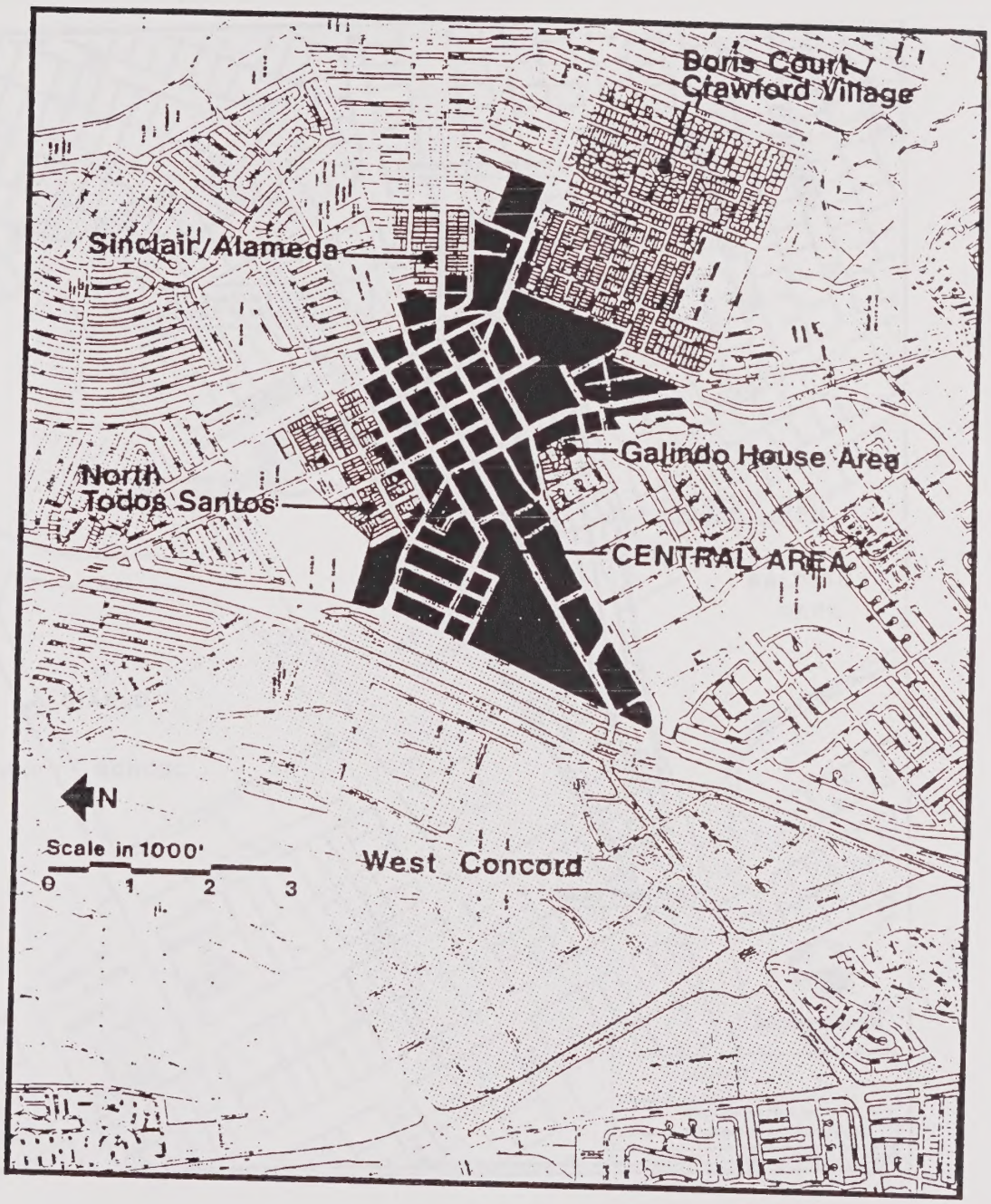
4. Airport Influence Area – Buchanan Field Airport

5. Safety Zones - Buchanan Field Airport

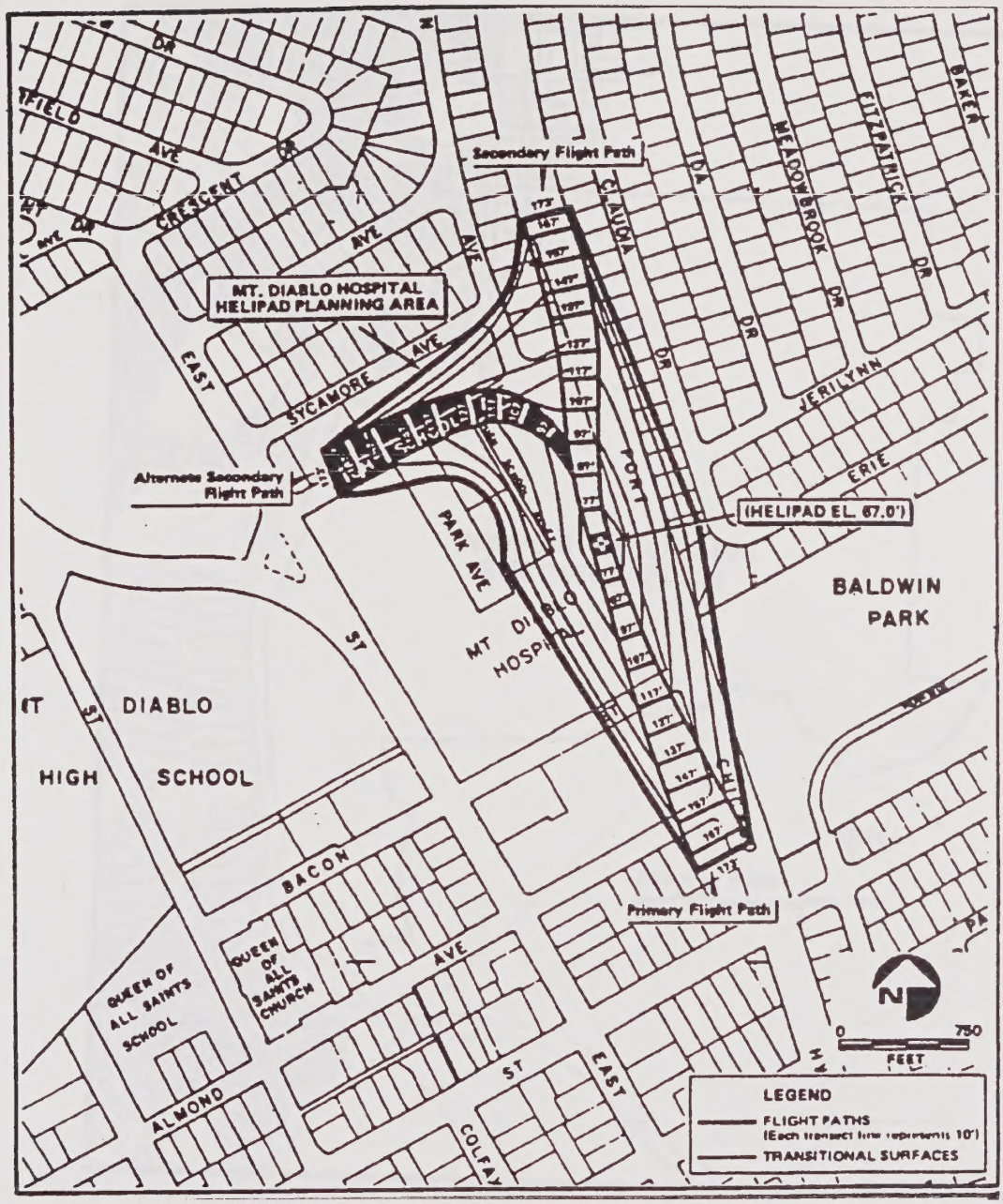
6. Buchanan Field Airport – Northeast Safety Zone Detail

7. Buchanan Field Airport - Southeast Safety Zone Detail

8. Buchanan Field Airport - Southwest Safety Zone Detail

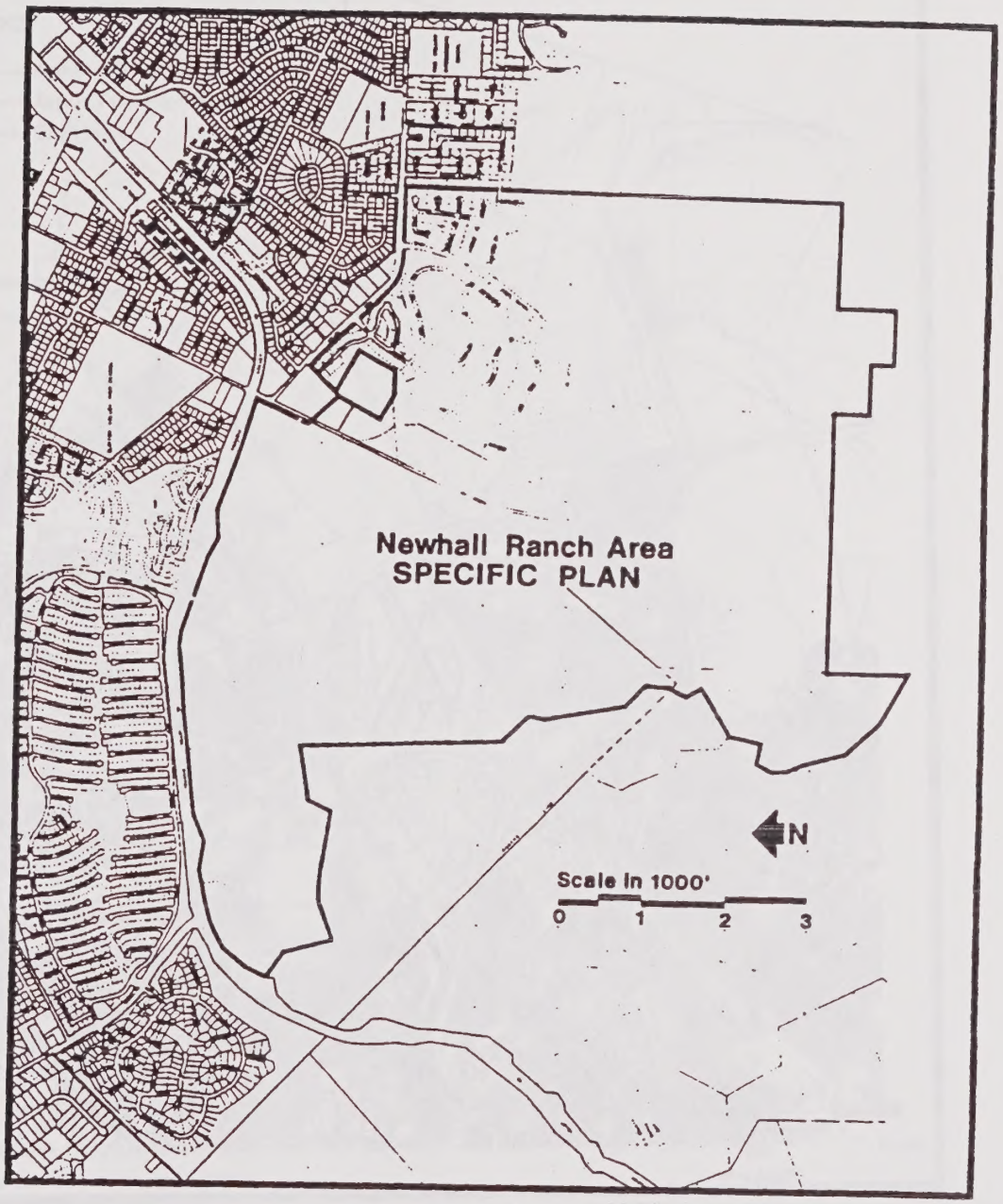


Land Use Element - Figure 1
Detailed Planning Areas



Land Use Element - Figure 2

Mount Diablo Medical Center Helipad Structural Height Limits



Land Use Element - Figure 3
Newhall Ranch Area

Land Use Element - Figure 4
Airport Influence Area – Buchanan Field Airport

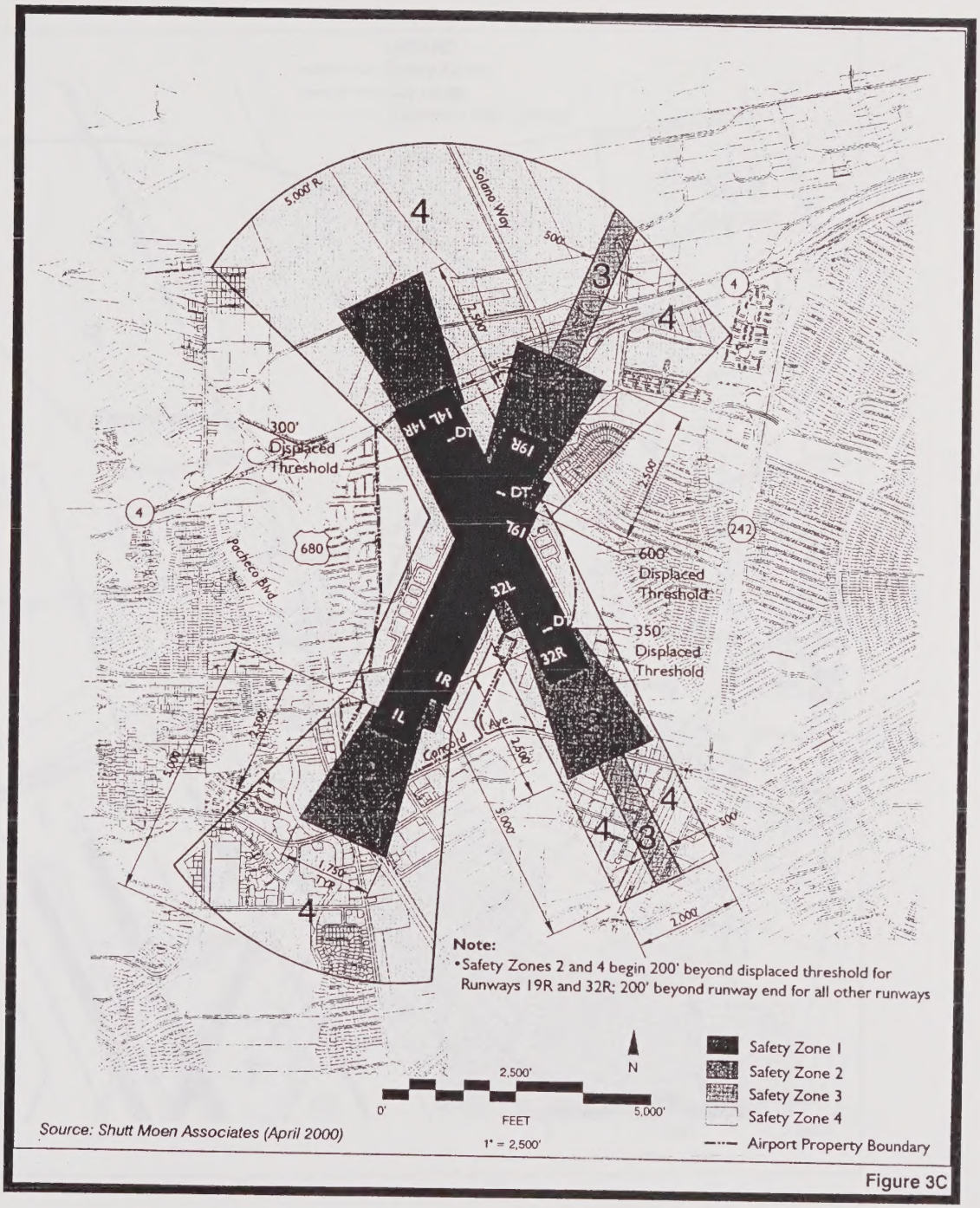
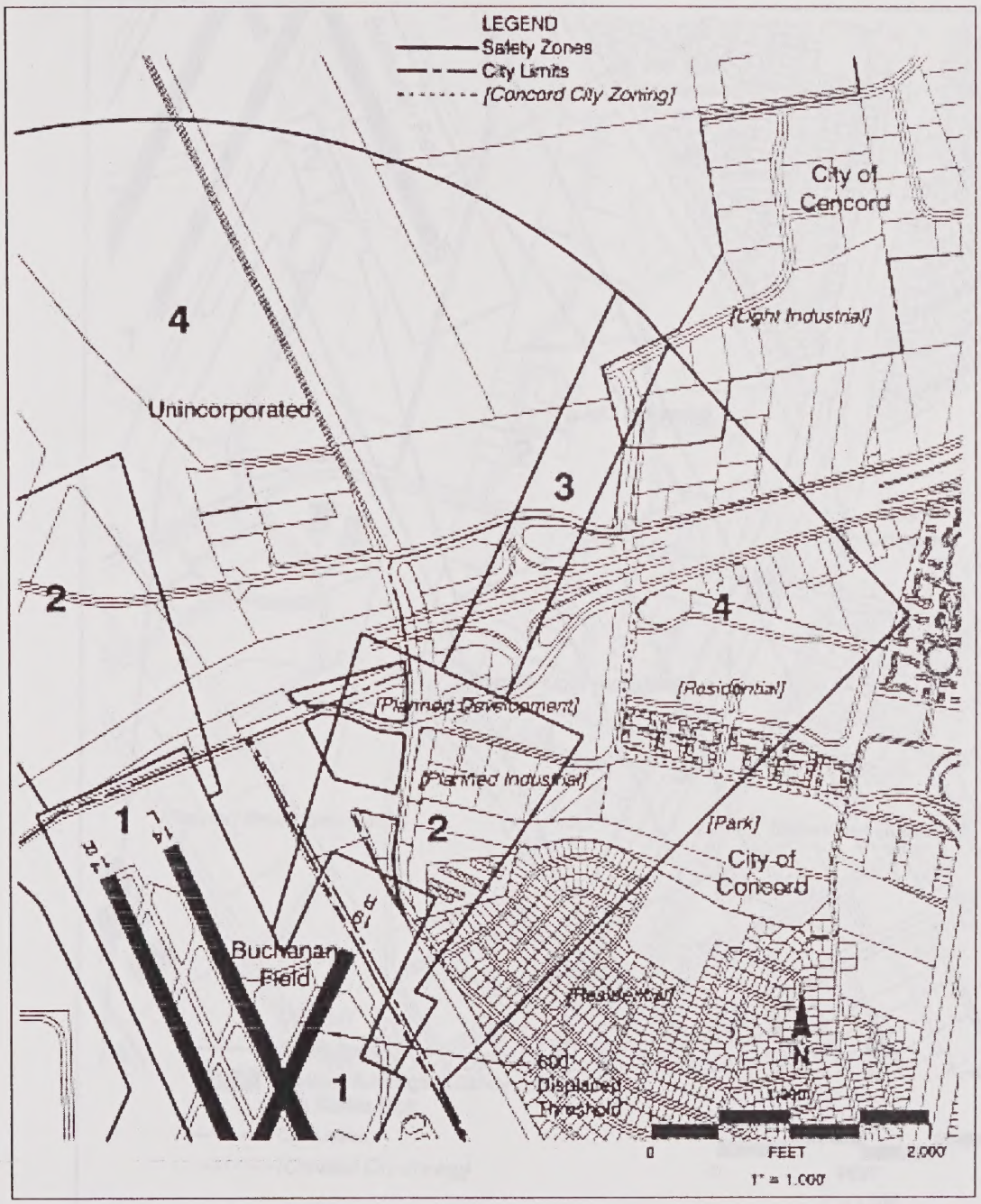


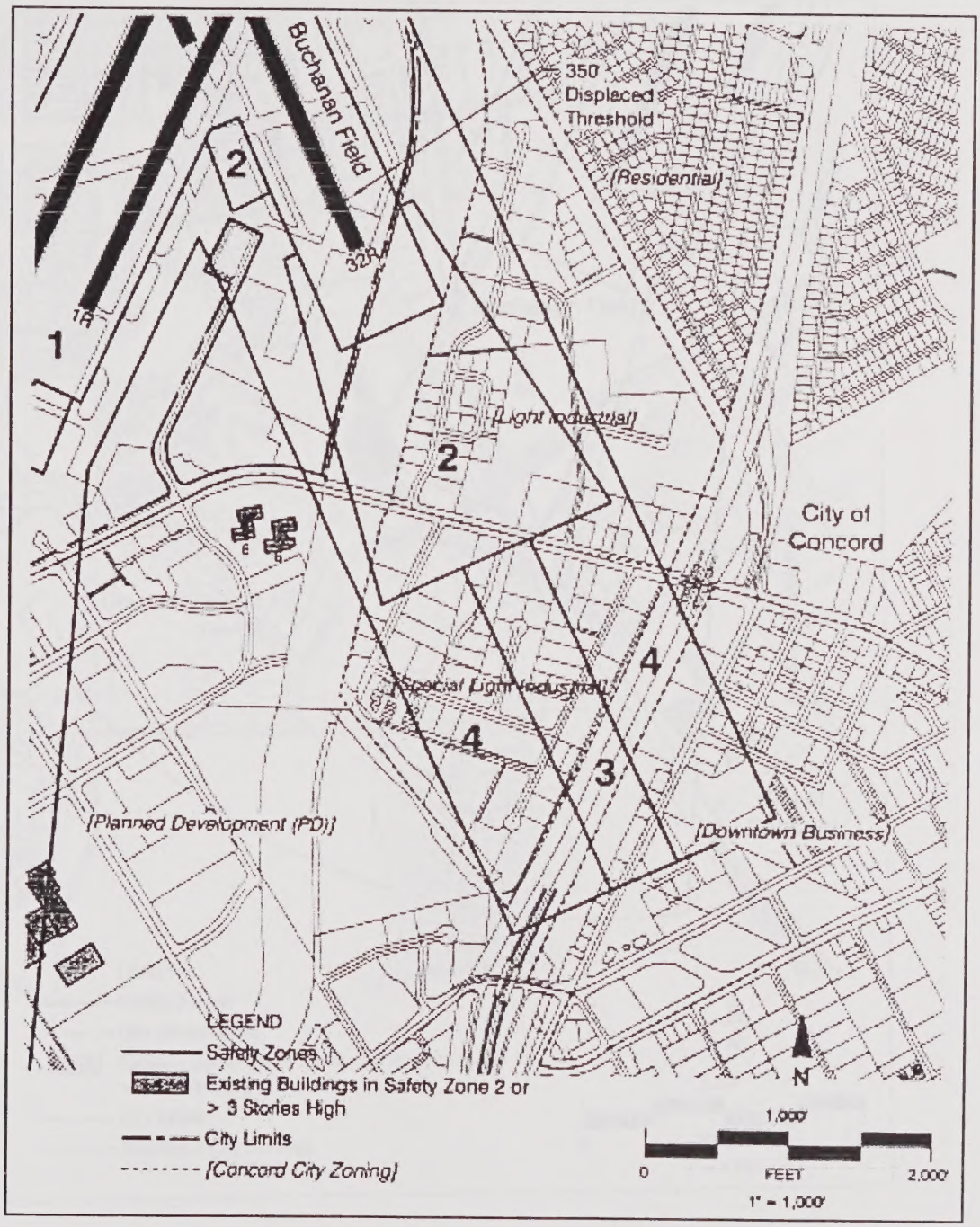
Figure 3C

Land Use Element - Figure 5
Safety Zones - Buchanan Field Airport

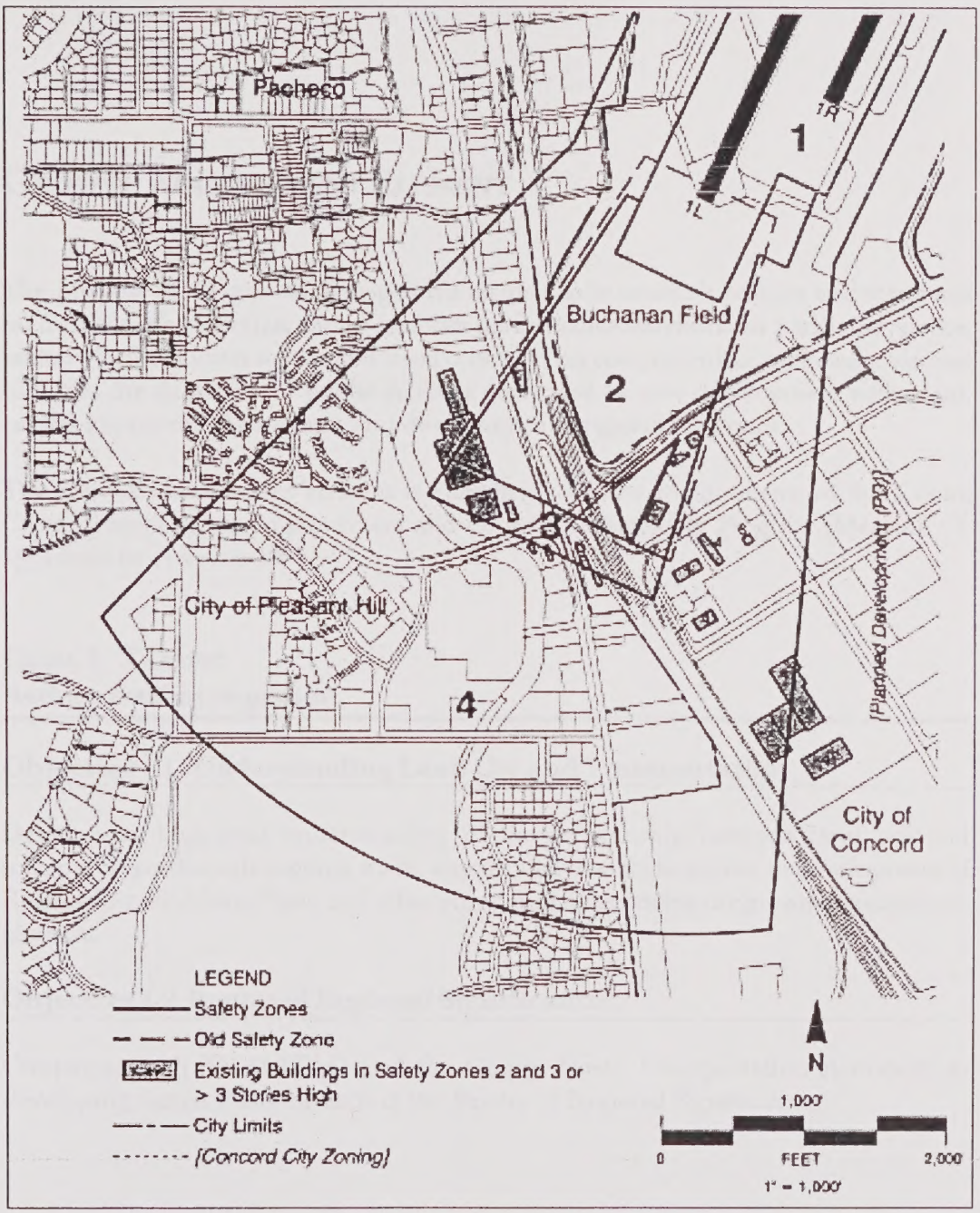


Land Use Element Figure 6

Buchanan Field Airport – Northeast Safety Zone Detail



Land Use Element Figure 7
Buchanan Field Airport - Southeast Safety Zone Detail



Land Use Element Figure 8
Buchanan Field Airport - Southwest Safety Zone Detail

GROWTH MANAGEMENT ELEMENT

INTRODUCTION

The purpose of the growth management element is to establish policies and standards for traffic levels of service, and to establish performance standards for parks, fire, police, sanitary facilities, water service and flood control. This comprehensive, long-range element balances the demands for public facilities generated by new development with plans, capital improvement programs and development mitigation programs.

The growth management element is consistent with the requirements of the Contra Costa Transportation Improvement and Growth Management Program (Measure C), approved by voters in 1988.

GOAL 1 TRAFFIC
Reduce traffic congestion.

Objective 1.1 Understanding Land Use and Transportation

Develop an improved understanding of the relationship between land use and transportation through ongoing traffic impact analyses, participation in development of Regional Route Action Plans, and other programs implementing the growth management element.

Objective 1.2 Routes of Regional Significance[1]

Cooperate with TRANSPAC and the Contra Costa Transportation Authority in developing Action Plans for each of the Routes of Regional Significance.

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[1]Routes of Regional Significance are designated by the Contra Costa Transportation Authority. In evaluating the appropriateness of the designation, the following criteria are used:

1. Connection of two or more "regions" of the county.
2. Connection across county boundaries.
3. Significant amount of through traffic.
4. Provision of access to a regional highway or transit facility (e.g., a BART station or freeway interchange).

Table 1: Routes of Regional Significance

Freeway/Arterial	From	To
I-680	Northern City Limit	Southern City Limit
SR 242	SR 4	I-680
SR 4	Western City Limit	Eastern City Limit
Kirker Pass Road	Northern City Limit	Clayton Road
Ygnacio Valley Road	Western City Limit	Clayton Road
Clayton Road	Treat Boulevard	Kirker Pass Road
Treat Boulevard	Western City Limit	Clayton Road

Objective 1.3 Basic Routes[2]

Traffic on basic routes shall be keyed to levels of service in keeping with the land use type as specified by the Contra Costa Transportation Improvement and Growth Management Program.

Policy 1.3.1 The following standards apply to signalized intersections on Basic Routes (all roads not indicated as Routes of Regional Significance):

Rural:	LOS[3] low-C (up to 74) v/c[4]
Semi-Rural:	LOS high-C (75 to 79) v/c
Suburban:	LOS low-D (80 to 84) v/c
Urban:	LOS high-D (85 to 89) v/c
Central Business District:	LOS low-E (90 to 94) v/c

Since the above classifications refer to areas of the community rather than streets passing through such areas, the City of Concord has established the following LOS standards for intersections dependent upon the largest street at each intersection.

Collector: (Generally collects traffic from residential and commercial areas and channels it to arterial streets.)	LOS high-C (75 to 79 v/c)

[2]All roads not indicated as Routes of Regional Significance are basic routes.

[3]LOS is an abbreviation of "Level of Service", measured as required by the Contra Costa Transportation Improvement and Growth Management Program. The concept of traffic Level of Service is defined as a qualitative measure describing operational conditions within a traffic stream and the perception of motorists and/or passengers regarding these conditions. A level of service definition generally describes these conditions in terms of such factors as traffic volumes, speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

[4]v/c is the volume of vehicles divided by street capacity.

Minor Arterial: LOS low-D (80 to 84 v/c)
(Generally provides circulation between major activity centers and/or residential areas.)

Major Arterial: LOS high-D (85 to 89 v/c)
(Generally provides circulation between major activity centers and/or residential areas for both local and regional traffic.)

Central Business District Streets: LOS low-E (90 to 94 v/c)

Policy 1.3.2 Specific street improvements and right-of-way widths required shall be determined by the City. These shall be kept current by reviewing right-of-way requirements as part of the annual Transportation Improvement Program review and through ongoing review of development projects for conformance with the Growth Management Element.

Policy 1.3.3 In the event that any signalized intersection on a Basic Route does not meet adopted standards, the City will take steps to attain the standards, including but not limited to changes to the Capital Improvement Program and/or land use policies or other relevant plans and policies. If such amendments are not possible or feasible, the City may prepare a request for findings of special circumstances as specified in the Contra Costa Transportation Improvement and Growth Management Program.

Policy 1.3.4 Capital projects by the City necessary to maintain and improve traffic operations will be included in the five-year Capital Improvement Program (CIP). Funding sources for such projects as well as intended project phasing will be generally identified in the CIP.

Policy 1.3.5 The City will continue to assist with multi-jurisdictional transportation planning by participating in activities of TRANSPAC including development of Action Plans for Routes of Regional Significance and cooperating in planning for intersections subject to Findings of Special Circumstances located in other jurisdictions when it is believed that local actions contribute to conditions at such intersections.

Policy 1.3.6 The City will participate in the Contra Costa Transportation Authority's conflict resolution process as needed to resolve disputes related to the development and implementation of Action Plans and other programs described in this Element.

Policy 1.3.7 Following adoption of Action Plans for Routes of Regional Significance by TRANSPAC and the Contra Costa Transportation Authority, the City will implement specified local actions in a timely manner, consistent with adopted Action Plans.

Policy 1.3.8 For the purposes of reporting to the Contra Costa Transportation Authority on compliance with the Growth Management Program, the City will complete and submit an annual compliance checklist. For monitoring compliance with adopted standards, a list of Reporting Intersections on Basic Routes will be prepared and maintained by the Public Works Department.

Policy 1.3.9 For each development project estimated to generate 50 or more vehicle trips during one hour, the City shall require a traffic impact study prepared consistent with the Technical Guidelines published by the Contra Costa Transportation Authority. A trip generation study may be required for projects estimated to generate less than 50 trips during one hour, based on local conditions.

Policy 1.3.10 No development project expected to generate over 50 peak-hour vehicle trips will be approved unless the City has made Findings of Consistency with the Level of Service Standards in Policy 1.3.1.

Findings of Consistency may be made only if a traffic impact study shows project approval is consistent with adopted Action Plans with respect to Routes of Regional Significance and will not result in violation of adopted standards at any Basic Route signalized intersection unless: 1) projects included in the City's Capital Improvement Program will result in attainment of the standards, or 2) Findings of Special Circumstances including imposition of appropriate mitigation measures have been adopted by the City and the Contra Costa Transportation Authority.

Objective 1.4 Cost of New Growth

The City will seek to assure that new growth pays for the street facilities required to meet the demands resulting from that growth.

Policy 1.4.1 The City shall have a transportation management program to mitigate impacts of development projects on the transportation system.

Policy 1.4.2 Transportation projects intended to meet or maintain LOS standards, to implement Action Plans for Routes of Regional Significance and to provide mitigation for intersections subject to Findings of Special Circumstances may be funded through use of Local Street Improvement and Maintenance Funds allocated by the Contra Costa Transportation Authority. In no case will revenue from that source replace private developer funding for transportation projects determined to be required for new growth to meet or maintain standards.

GOAL 2 DEVELOPMENT MITIGATION

Ensure that new development pays for costs of service and does not have detrimental effects upon service levels for parks, fire, police, sanitary facilities, water, and flood control.

Objective 2.1 Facilities

Manage a comprehensive, long-range program balancing the demands for public facilities generated by new development with plans, capital improvement programs and development mitigation programs.

Policy 2.1.1 The City of Concord adopts the following performance standards, maintained through capital projects, for the following items:

a. Parks. Five (5) acres of park per 1,000 residents. See, also, Policy 1.1.1, Parks, Open Space, and Conservation Element.[5]

b. Fire. The Central Contra County Fire Protection District, which is governed by the County Board of Supervisors, provides fire protection for all residents and nonresidential developments in the Concord Planning area. The City supports the county's goals to provide fire safety to the community.

c. Police. Two hundred (200) square feet of station per 1,000 residents.

d. Sanitary Facilities. The Central Contra Costa Sanitary District provides treatment for average daily effluent for all residents and nonresidential developments in Concord. The City supports the goals the district has established to meet federal and state standards.

e. Water. The Contra Costa Water District provides water to Concord. The City supports the goals the District has adopted to meet federal and state standards.

f. Flood Control. Flood control/drainage system capacity sufficient for the fifty (50) year flood event (as determined by FEMA).

[5]The General Plan contains both a broad parks policy (Parks, Open Space, and Conservation Element Policy 1.1.1) which call for parks acquisition and development at a ratio of 6 acres of park land per 1000 residents, and a specific park performance standard, Growth Management Element Policy 2.1.1, Standard a., which establishes a requirement that new development at the ratio of 5 acres per 1000 residents. The City's policy is to maintain the higher ratio of 6 acres of park land per 1000 residents through a combination of new park land provided by new development at the ratio of 5 acres per 1000 residents plus additional park lands paid for through other funding sources such as park land bonds.

g. Public Education. Mount Diablo Unified School District provides public education services in Concord. The City supports the goals of the District pertaining to required instructional activities.

Policy 2.1.2 New development shall contribute to or participate in the establishment and improvement of parks, fire, police, sanitary sewer, water and flood control systems in proportion to the demand generated by project occupants and users. The City will manage a development mitigation program that ensures new development pays its share of the costs associated with the provision of facilities for parks, fire, police, sanitary facilities, water, and flood control.

Policy 2.1.3 The City may approve a development project only after making findings that one or more of the following conditions are met:

a. Participation in the adopted mitigation programs assures performance standards will be achieved at the time of project occupancy;

b. Because of the characteristics of the development project, project-specific mitigation measures are needed in order to ensure maintenance of standards, and such measures will be required of the project sponsor; or

c. Capital projects planned by the City or special district(s) will result in maintenance of standards.

Policy 2.1.4 Capital projects sponsored by the City and necessary to maintain levels of performance shall be identified in the five-year Capital Improvement Program (CIP). Funding sources covering the complete cost of the projects as well as intended phasing shall be generally identified in the CIP and the Transportation Improvement Program (TIP).

GOAL 3 REDUCE COMMUTE TRIPS AND COMMUTE LENGTH

Seek to reduce commute trips and commute length through the policies and programs that address housing options and job opportunities in the City, the subregion and the County.

Objective 3.1 Jobs/Housing Balance

Strive to attain a balance between resident workers and jobs in Concord.

Policy 3.1.1 The City will consider the impact of proposed General Plan amendments on the availability of job and housing opportunities and the potential for reducing commute trips and average commute length.

Policy 3.1.2 Concord's economic development programs shall seek to attract employment opportunities for local residents and others residing near local job

centers, and shall seek to attract employment opportunities which pay wages and salaries sufficient to allow employees to reside in or near Concord.

Policy 3.1.3 Consistent with Housing Element policies, City housing programs shall give priority to providing opportunities for persons employed in local and nearby jobs.

Policy 3.1.4 The City will accommodate home business uses that do not create residential neighborhood disruptions due to excessive traffic, parking, noise, pollution, odors, or unsightly storage or activities not consistent with residential surroundings.

Objective 3.2 Affordable Housing

Strive to ensure the availability of affordable housing while implementing the goals and policies of the growth management element.

Policy 3.2.1 The City shall ensure that implementation of growth management measures does not impede development of affordable housing.

Implementation 3.2.1.1 The City will consider a program to subsidize the cost of mitigation measures in connection with affordable housing developments. Funding sources may include but are not limited to tax increment funds from local redevelopment areas, state or federal housing programs, and local capital improvement program funds.

Objective 3.3 Transportation Demand Management (TDM)

Reduce the use of single occupant vehicles during peak hours.

Policy 3.3.1 The City shall manage a Transportation Demand Management Program.[6]

[6]Transportation Demand Management is defined as: "Measures to improve the movement of persons and goods through better and more efficient utilization of existing transportation systems (e.g., streets and roads, freeways, bus systems, and BART) and measures to reduce the number of single-occupant vehicles utilized for commute purposes." Commute trips include trips to work as well as other routine trips such as trips to school.

TRANSPORTATION/CIRCULATION ELEMENT

INTRODUCTION

The Transportation/Circulation Element indicates the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities. These are correlated with the Land Use Element. The circulation system is one of the chief generators of settlement patterns, and its location, design and various modes have significant implications for environmental quality, energy use, and the character of the community.

GOAL 1 STREET SYSTEM

Provide a safe and efficient circulation network to accommodate existing and planned development.

Objective 1.1 Street Network

Maintain a safe and efficient street network.

Policy 1.1.1 Establish efficient linkages to the regional transportation system.

Implementation 1.1.1.1 Street improvements shall be built through a combination of Capital Improvements Program funds, improvements made in conjunction with private land developments, and other funds as available.

Implementation 1.1.1.2 Access streets and internal subdivision streets shall be provided as necessary by project sponsors in conjunction with land development.

Implementation 1.1.1.3 Project sponsors shall dedicate rights-of-way and construct street and frontage improvements for planned streets in connection with private development as required by the City. Private developments shall be required to set back their structures to accommodate ultimate street widths in addition to zoning ordinance required setbacks and, where appropriate, to dedicate right-of-way and construct the ultimate improvements.

Implementation 1.1.1.4 Where feasible and appropriate, (as, for example, in former unincorporated areas annexed into the City where street improvements conforming to City standards are lacking) encourage the formation of assessment districts to pay for construction of required street improvements.

Policy 1.1.2 Establish standards for future street needs and maintain a Capital Improvement Program and Transportation Improvement Program.

Implementation 1.1.2.1 The City shall maintain standards for the implementation of the street system policies.

Policy 1.1.3 The City shall comply with the provisions of the Contra Costa Transportation Improvement and Growth Management Program.

Policy 1.1.4 The City shall strive to perform street maintenance work in a timely manner, with adherence to accepted standards, both to provide safe efficient travel and to protect the City's significant commitment of capital resources in the street system.

Policy 1.1.5 A sidewalk shall be provided on both sides of all arterial and collector streets for pedestrians except in instances where the decision-making body finds that pedestrian safety is adequately provided by a sidewalk on only one side of the street or on the Ygnacio Valley Road Corridor from the Concord/Walnut Creek City Limit Line to Clayton Road when there exists a nearby parallel route.

Objective 1.2 Roadway Operation

Ensure that all roadways in the City operate in a safe and efficient manner.

Policy 1.2.1 Maintain and upgrade traffic control systems to provide a safe, smooth flow of traffic, to minimize vehicle emissions and to save energy.

Policy 1.2.2 When feasible, coordinate with abutting cities and Contra Costa County regarding traffic signal systems.

Objective 1.3 Level of Service

Level of Service Standards and related policies are located in the Growth Management Element of the General Plan, and shall be consistent with the Contra Costa Transportation Improvement and Growth Management Program.

Objective 1.4 Truck Routes

Truck routes shall be designated to prevent road failure, minimize noise exposure, and minimize conflict with other vehicles, bicyclists, and pedestrians.

Policy 1.4.1 The City shall designate specific truck routes to provide for truck travel throughout the City, directing truck traffic to highways and major streets wherever possible.

GOAL 2 ALTERNATIVE MODES OF TRANSPORTATION
Reduce dependence on automobiles.

Objective 2.1 Alternative Modes of Transportation

Work toward a balanced, multi-modal transportation system, reducing the use of automobiles within and through Concord.[1]

Policy 2.1.1 Promote transportation demand management strategies that contribute to reductions in traffic congestion.

Policy 2.1.2 Promote parking strategies which balance the need for convenient, safe parking with the goal of reduced dependency on the automobile.

Policy 2.1.3 Strive, through City action as well as cooperation with other agencies, to facilitate access to both the downtown and the North Concord BART stations, employment areas, and schools, and otherwise encourage a multi-modal transportation system which provides for public transit.

Objective 2.2 Pedestrian Circulation

Provide for safe and convenient pedestrian circulation.

Policy 2.2.1 Strive to provide safe and convenient pedestrian circulation.

Policy 2.2.2 Provide for use of pedestrian facilities by persons with disabilities.

Objective 2.3 Bicycle Circulation

Provide facilities that promote safe bicycling as a mode of transportation.

Policy 2.3.1 Implement strategies and actions associated with bicycle circulation contained in the Trails Master Plan.

[1]Trail related objectives and policies are in the Parks, Open Space, and Conservation Element, Policies 1.2.1 through 1.4.1.

GOAL 3 CENTRAL AREA

Provide for the circulation needs of the Central Area (see Land Use Element Figure 1).

Objective 3.1 Central Area Circulation System

Provide a circulation system in the central area that will enhance the area as a place to work and live.

Policy 3.1.1 Facilitate through-traffic movement and circulation within the Central Area.

Policy 3.1.2 Facilitate pedestrian circulation within the Central Area.

Policy 3.1.3 Provide a level of service in the Central Area consistent with the Growth Management Element.

Objective 3.2 Central Area Parking Availability

Provide for parking in the Central Area providing access to downtown business while reducing dependence on the private automobile.

Policy 3.2.1 Strive to meet parking needs in the Central Area consistent with the City's Transportation Demand Management goals.

GOAL 4 VISUAL QUALITY

Preserve and improve the scenic quality of roadways.

Objective 4.1 Scenic Quality

Enhance the aesthetic qualities of views from and to public roadways.

Policy 4.1.1 Visual amenities shall be considered as part of the design and approval process of proposed public and private projects.

Policy 4.1.2 Enhance aesthetic values through the design and landscaping of streets and the control of visual and functional aspects of abutting improvements.

Policy 4.1.3 Improve aesthetic qualities and image by enhancing the appearance of City gateways.

Policy 4.1.4 The City shall encourage property owners to upgrade the appearance of rear-yard fences backing up on arterial streets by coordinating with neighbors on uniform design of new fences or walls.

Policy 4.1.5 Design concepts for each City gateway shall incorporate mutually complementary design, signs, and theme.

GOAL 5 AVIATION

Recognize the importance of aviation as part of the regional transportation network.

Objective 5.1 Aviation Facilities

Accommodate the needs of the aviation community and Mount Diablo Medical Center while minimizing safety hazards, noise impacts, and conflicts with surrounding land uses.[2]

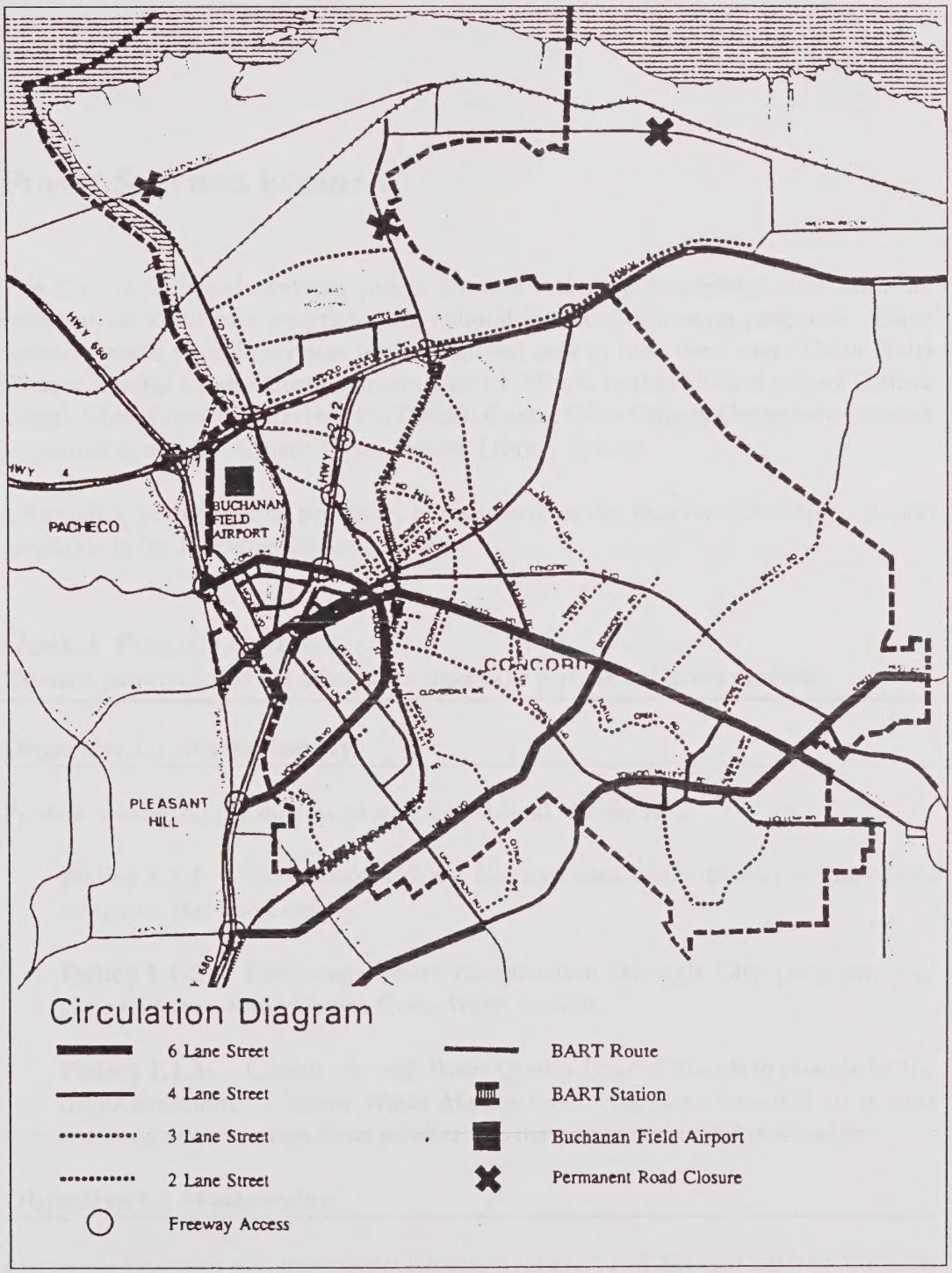
Policy 5.1.1 Provide mass transit links to Buchanan Field Airport.

Policy 5.1.2 Encourage the establishment of commercial passenger service at Buchanan Field Airport.

[2]Policies related to Buchanan Field Airport and the proposed Mt. Diablo Medical Center helipad are in the Land Use Element, Policies 11.1.1 through 12.1.4 and the Public Health and Safety Element.

Figures

1. Circulation Diagram



Transportation/Circulation Element - Figure 1
Circulation Diagram

PUBLIC SERVICES ELEMENT

INTRODUCTION

The City of Concord provides public services including wastewater collection, law enforcement, child care programs and cultural arts, and education programs. Other agencies which provide services to the Concord area include the Contra Costa Water District, Central Contra Costa Sanitary District, Mount Diablo Unified School District, Contra Costa County Fire Protection District, Contra Costa County Community Services Department, and the Contra Costa County Library System.

Information about service providers is contained in the Baseline Conditions Report (available in the Planning Division office).

GOAL 1 PUBLIC UTILITIES

Ensure provision of an adequate and safe public utilities system.

Objective 1.1 Water Supply

Provide a water supply that meets state and federal standards.

Policy 1.1.1 Coordinate with the Contra Costa Water District to provide an adequate, safe water supply.

Policy 1.1.2 Encourage water conservation through City programs and cooperation with the Contra Costa Water District.

Policy 1.1.3 Coordinate with Water Quality Control Boards to provide for the implementation of Storm Water Management Programs intended to protect receiving water sources from pollutants to the maximum extent practicable.

Objective 1.2 Wastewater

Ensure the provision of wastewater collection, treatment, and disposal facilities adequate to meet the current and projected needs of existing and future residents.

Policy 1.2.1 Coordinate with the Central Contra Costa Sanitary District to ensure the maintenance of an adequate and safe system of wastewater collection, treatment, and disposal.

Policy 1.2.2 Reduce the need for sewer system improvements by requiring new development to incorporate water conservation measures.

Policy 1.2.3 Cooperate with Central Contra Costa Sanitary District and Contra Costa Water District to develop wastewater reclamation as a supplement to water supplies.

Objective 1.3 Drainage and Flood Control

Provide stormwater drainage and protect the health, safety and welfare of the community from flooding hazards.

Policy 1.3.1 Utilize the most current Flood Insurance Rate Map prepared by the Federal Emergency Management Agency (FEMA) (incorporated by reference into the General Plan) for analysis of flood hazards.

Policy 1.3.2 Development in the one-hundred-year flood zone is prohibited unless hazards to people and property will be avoided, and adequacy of the storm drainage system will be maintained.

Policy 1.3.3 Balance the need to convey storm water with the need to conserve creeks in a natural condition.

Policy 1.3.4 Public and private impacts on the storm water drainage system shall be managed to maintain unobstructed water flow.

Policy 1.3.5 Public and private impacts on the storm drainage system shall be managed to maintain, and where possible improve, receiving water quality.[1]

Policy 1.3.6 Maintain the following standards for constructing a storm drainage system which will protect against loss of life and health as well as damage to property; allow adequate, safe traffic flow; and minimize public expenditures for street repairs caused by flood damage.

a. Major channels shall be built in accordance with the City's General Plan objectives and policies as well as the standards of the County Flood Control District and the Corps of Engineers.

b. Major Drainage Facilities (those serving a watershed area of four square miles or greater) shall have capacity to contain, with sufficient freeboard, a fifty-year frequency of average recurrence interval runoff and contain without freeboard a one-hundred-year average recurrence interval runoff.

[1]"Receiving waters" include the Contra Costa Canal and Contra Costa Water District water storage facilities in addition to natural streams, creeks, lakes and bays.

c. Secondary Drainage Facilities (those serving a watershed area of one square mile or greater but less than four square miles) shall have capacity to contain, with sufficient freeboard, a ten- year frequency of average recurrence interval runoff.

d. Minor Drainage Facilities (those serving a watershed area of less than one square mile) shall have capacity to contain, with sufficient freeboard, a ten-year frequency of average recurrence interval runoff.

e. The drainage system must have capacity to provide safe vehicular traffic flow during a ten-year flood recurrence interval.

f. Dwellings must be protected from damage during a one-hundred-year flood recurrence interval.

Policy 1.3.7 Coordinate storm drainage management with appropriate regional agencies and when needed, with the County Flood Control and Water Conservation District and with the Contra Costa Water District in the vicinity of the Contra Costa Canal.[2]

Policy 1.3.8 Establish schedules of drainage improvement projects in the Capital Improvements Program.

Policy 1.3.9 The City shall establish the locations where easements should be reserved for the eventual installation of pipes and structures.

Policy 1.3.10 Continue the Drainage Fee Program to fund drainage improvements.

Policy 1.3.11 The private sector must provide for needed drainage improvement in conjunction with private land developments, to assure an equitable distribution of costs for constructing the drainage system.

Policy 1.3.12 Additional local storm drains which are not part of the City's basic drainage system but are required to serve new land developments must be provided in conjunction with future land developments.

Policy 1.3.13 City standard criteria shall be observed for drainage facilities either privately or publicly maintained.

Policy 1.3.14 Detailed engineering drainage analysis, design, and precise pipe sizes and locations are to be provided in conjunction with developments.

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[2]Any project within the General Plan area which disturbs a land area equal to or greater than five acres will subject to review under the statewide general construction permit, per the California Regional Water Quality Control Board.

Policy 1.3.15 New storm drainage facilities must be designed to adequately convey storm runoff for the complete development of the drainage basin.

Policy 1.3.16 Storm drainage runoff flowing from a proposed land development must be conveyed, without damage to any existing improvements or dwellings, to a natural watercourse having definite bed and banks, or to an existing adequate downstream storm drainage facility. An existing downstream storm drainage facility will be considered as adequate if it has sufficient capacity (in conformance with these objectives and standards) to contain storm drainage runoff from the proposed land development and from the existing upstream drainage basin. Whenever storm drainage runoff flowing across the proposed land development will be detained or ponded on adjacent property as a result of improvements to be constructed in conjunction with the proposed development, or whenever storm drainage runoff must be conveyed beyond the limits of the proposed development in order to discharge into a natural watercourse or to an existing adequate storm drainage facility, the project sponsor must either 1) furnish a drainage release from the affected property owners, accepting the flow of runoff onto their property; or 2) furnish public drainage easements as needed for the off-site drainage improvements to be constructed in conjunction with the proposed development.

Objective 1.4 Utility Systems

Cooperate with other public and private agencies to provide public utility systems.

Policy 1.4.1 Coordinate with Pacific Gas and Electric Company to provide gas and electric services.

Policy 1.4.2 Require the undergrounding of utility lines in new developments.

Policy 1.4.3 Coordinate with telecommunications providers (including, but not limited to, telephone, television, cable, and radio providers) to provide quality telecommunications access to all residents throughout the community.

Goal 2 Public Health and Safety Services

Ensure the provision of high quality public health and safety services to meet the needs of the community.

Objective 2.1 Law Enforcement

Ensure the provision of comprehensive high quality law enforcement services.

Policy 2.1.1 The City shall seek to maintain law enforcement service by taking public safety issues into account when reviewing land use proposals.

Policy 2.1.2 The City shall provide a high standard of police protection services for all citizens and properties throughout the City.

Policy 2.1.3 The City shall provide for a new police station.

Policy 2.1.4 Encourage effective public/private law enforcement activities such as neighborhood watch programs.

Objective 2.2 Fire Prevention

Minimize threats to life and property from potential fire hazards by ensuring the provision of high quality and comprehensive fire protection and emergency services.

Policy 2.2.1 Coordinate plans and activities with the Contra Costa County Fire Protection District (CCCFPD).

Policy 2.2.2 New development shall have water systems which meet CCCFPD fire flow requirements or shall provide adequate on-site water storage.

Policy 2.2.3 Ensure that sufficient access for fire protection services is available.

Policy 2.2.4 Reduce the potential for fires in potential high-risk areas.

Policy 2.2.5 Cooperate with the CCCFPD regarding the siting of fire stations.

Objective 2.3 Emergency/Safety Communications

Provide safety and security through the encouragement of public/private emergency networks that involve law enforcement, disaster protection, and medical assistance through new "information highway" developments that not only include telephone, but might also include cable TV, local radio and TV stations, and other appropriate new technologies being developed.

Policy 2.3.1 The City shall establish public and private links to provide safety and emergency response communication.

GOAL 3 EDUCATION, CULTURAL, ARTS AND ENTERTAINMENT

Support education, cultural, arts and entertainment facilities and programs for the benefit of the community.

Objective 3.1 Education

Support education facilities and amenities.

Policy 3.1.1 Maintain and improve educational opportunities in Concord.

Policy 3.1.2 Encourage trade school and other training to prepare for employment in addition to traditional educational opportunities.

Objective 3.2 Library Services

Provide accessible high quality library services.

Policy 3.2.1 The City shall provide support for the planning and development of new library facilities and services.

Policy 3.2.2 Encourage new on-line technology services through public/private developments to make the "information highway", in addition to the traditional services, readily available to the community.

Objective 3.3 Day Care

Strive to provide adequate, affordable, and quality day care services to serve residents and employees.[3]

Policy 3.3.1 Recognize and provide for the growing need for child care facilities and programs as a result of new residential office/commercial/industrial development.

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[3]Child care is a necessary service due to high numbers of working parents (households with two working parents as well as employed single-parent households). The need for fully qualified and convenient child care services has increased and will likely continue to increase. In the past child care generally served residents who worked outside the City limits. As major office/commercial/industrial development takes place in Concord, the need for child care facilities and programs will continue to increase and exceed the available and projected capacity of these facilities and programs. To meet the anticipated need, it is necessary to seek the assistance of all segments of the community, including, but not limited to, developers, employers, private foundations, public entities and agencies, as well as using public resources. Each new development or change in existing development adds to the need for these facilities and programs, making it necessary for the City of Concord to establish a child care policy and program.

Policy 3.3.2 The City shall encourage the use of public facilities, schools, churches, community centers, and spaces within other facilities for child and adult care services.

Policy 3.3.3 The City shall encourage and participate in efforts to coordinate child care programs to meet child care needs throughout the Planning area.

Policy 3.3.4 The City encourages the provision of child care programs in conjunction with office, commercial, and industrial development.

Objective 3.4 Cultural Facilities, Arts and Entertainment

Provide for and encourage cultural facilities, arts and entertainment for the benefit of the community.

Policy 3.4.1 Encourage visual and performing arts.

Policy 3.4.2 Expand Concord's role as a regional entertainment center, with particular emphasis on the Concord Pavilion.

Goal 4 Public Schools

Ensure that appropriate school facilities are provided. (For information on Mount Diablo Unified School District, see the "Background Information" section following the school-related policies.)

Objective 4.1 School Facilities

Ensure that new classrooms at existing campuses and/or new campuses are provided to meet capacity demands, and to ensure that financing is available for this construction.

Policy 4.1.1 Ensure that land at existing campuses and school sites in appropriate areas are identified and reserved to accommodate projected growth in the community.

Policy 4.1.2 Cooperate with the Mount Diablo Unified School District in planning for new facilities.

Policy 4.1.3 Work with the Mount Diablo Unified School District to ensure that adequate school capacity is available to serve new development, prior to approving new projects.

Policy 4.1.4 Work with the Mount Diablo Unified School District to ensure that financing is available for the renovation of existing facilities and construction of new facilities.

Policy 4.1.5 Cooperate with the Mount Diablo Unified School District to coordinate the joint use of facilities for community use.

BACKGROUND INFORMATION

The community's level of satisfaction with the local educational system is a key indicator of the quality of life in Concord. Elementary and secondary school services in Concord are provided by the Mount Diablo Unified School District (MDUSD). In 1994, the district operated thirteen elementary schools, four middle schools, five high schools and two special centers in Concord.

The school system is one element of the City's infrastructure which is clearly affected by growth. State law enables the school district to collect fees from new developments to offset the impacts on school facilities. The maximum fees, set by the State, do not cover the cost of school construction. There needs to be a coordinated effort between the City and the Mount Diablo Unified School District to ensure that an adequate level of facilities and resources are available to accommodate growth in the community. The policies listed above are intended to guide the collaborative relationship between the City and MDUSD.

Table 1 shows 1993-94 enrollment, projected 1998-99 enrollment and the capacity for each elementary, middle and high school and special center in the Concord Planning Area. This data was provided by the Mount Diablo Unified School District. Four of the thirteen elementary schools had more pupils than capacity, though none of these schools were operating at more than 6.5 percent over their capacity. All the middle schools, high schools and special centers had fewer pupils than their capacity would allow.

In general, the most significant impact on future school enrollment is caused by new development. Aside from the Crystal Ranch development, there is limited vacant land in Concord for large-scale residential developments. Other development in the city is likely to be in-fill or redevelopment. The last two columns of **Table 1** show projected enrollment and the remaining capacity in each school as of 1998-99. In two of the thirteen elementary schools, projected enrollment in 1998-99 is expected to exceed capacity, though by less than ten pupils in both cases. One of the four middle schools is expected to have more pupils than capacity, and this school will be operating at more than 10 percent over capacity. All the high schools and special centers are expected to have fewer pupils than their capacity will allow.

Based on these findings, it is not expected that construction of a new campus will be necessary in the short run, though the construction of new classrooms at existing campuses may be needed. In the long run, it is possible that new campuses will be required.

Public Services Element

Table 1: Existing and Projected School Enrollment and Facility Capacity
City of Concord - Mount Diablo Unified School District

School	Pupils 1993-1994	Capacity	Remaining Capacity 1993-1994	Projected Pupils 1998-1999	Remaining Capacity 1998-1999
Elementary					
Ayers	486	612	126	501	111
Cambridge	-0-	462	462	432	30
El Monte	567	654	87	558	96
Holbrook	600	624	24	473	151
Meadow Homes	761	732	(29)	739	(7)
Monte Gardens	588	576	(12)	583	(7)
Mountain View	617	816	199	588	228
Silverwood	506	642	136	543	99
Sun Terrace	655	744	89	606	138
Westwood	412	492	80	414	78
Woodside	532	636	104	567	69
Wren	636	630	(6)	605	25
Ygnacio Valley	676	636	(40)	555	81
Subtotal	7,036	8,256	1,220	7,164	1,092
Middle Schools					
El Dorado	1,048	1,239	191	1,113	126
Glenbrook	765	790	25	731	59
Oak Grove	909	1,000	91	1,111	(111)
Pine Hollow	908	952	44	881	71
Subtotal	3,630	3,981	351	3,836	145
High Schools					
Clayton Valley	1,478	2,071	593	1,812	259
Concord	1,410	1,459	49	1,382	77
Mount Diablo	1,198	1,878	680	1,535	343
Olympic	436	375	(61)	443	(68)
Ygnacio Valley	1,548	1,888	340	1,603	285
Subtotal	6,070	7,671	1,601	6,775	896
Special Centers					
Shadelands/Sunrise	106	130	24	106	24
Total by School Category					
Elementary	7,036	8,256	1,220	7,164	1,092
Middle Schools	3,630	3,981	351	3,836	145
High Schools	5,928	7,479	1,551	6,583	896
Special Centers	106	130	24	106	24
Total for All Schools					
All Schools	16,700	19,846	3,146	17,689	2,157

Source: Mount Diablo Unified School District

Parks, Open Space, and Conservation Element

Introduction

The purpose of the Parks, Open Space, and Conservation Element of the General Plan is to identify goals, objectives and policies for the acquisition, management, preservation, and conservation of parks, open space, and natural resources. This element is divided into sections on parks and recreation, open space, and natural resource conservation

Goal 1 Parks and Recreation

Provide recreation opportunities and leisure facilities, including parks, trails, and cultural facilities, for the benefit of the community.

Objective 1.1 Park Provision and Maintenance

Provide, maintain, and improve attractive, clean, safe and secure park, recreation and cultural facilities and programs that enhance the quality of life.

Policy 1.1.1 Acquire and develop additional neighborhood and community parks to serve existing and future needs, at a ratio of 6 acres of park land per 1000 residents.[1]

Policy 1.1.2 The City shall continue to acquire new and innovative park lands such as mini-parks, pocket parks, or playgrounds as needs or opportunities arise.

Policy 1.1.3 The City shall evaluate park acquisition and improvement projects as part of the annual Capital Improvement Program review.

Policy 1.1.4 Provide a variety of recreation spaces and facilities, including parks, open spaces, trails, recreation centers, special recreation areas, golf course, entertainment, and commercial recreational uses.

Policy 1.1.5 Provide recreation opportunities for all people of all ages and abilities.

Policy 1.1.6 Encourage private initiative to provide for-profit regional recreation facilities.

[1]The General Plan contains both a broad parks policy (Parks, Open Space, and Conservation Element Policy 1.1.1) which call for parks acquisition and development at a ratio of 6 acres of park land per 1000 residents, and a specific park performance standard, Growth Management Element Policy 2.1.1, Standard a., which establishes a requirement that new development provide park land at the ratio of 5 acres per 1000 residents. The City's policy is to maintain the higher ratio of 6 acres of park land per 1000 residents through a combination of new park land provided by new development at the ratio of 5 acres per 1000 residents plus additional park lands paid for through other funding sources such as park land bonds.

Objective 1.2 Trails

Provide a safe, functional, cost-effective system of multi-purpose trails both for recreation and as an alternate transportation mode linked to regional and state trail systems and parks, the two BART stations, the Concord Pavilion, the central area, and the State University (See Figure 1. Trails Master Plan Map).

Policy 1.2.1 Implement strategies and actions associated with the design, development and operation of multi-purpose trails contained in the Trails Master Plan.

Objective 1.3 Public Access

Improve public access to parks and recreation facilities to optimize park utilization.

Policy 1.3.1 Public transit and bike trails should be available to link parks with schools and allow for improved public access.

Objective 1.4 Funding

The City shall pursue grants, redevelopment funding, or other funding sources, for construction of trails, based on the Trails Master Plan Map, and to acquire historical or archaeologically significant buildings or sites.

Policy 1.4.1 The City shall pursue grants, redevelopment funding, or other funding sources, for construction of trails, based on the Trails Master Plan Map, and to acquire historical or archaeologically significant buildings or sites.

Policy 1.4.2 The City will actively encourage, pursue, and promote funding by the private sector.

Policy 1.4.3 The City will implement the provisions of the Quimby Act to meet park needs.[2]

Objective 1.5 Private Recreation and Recreation at Public School Sites

In the event recreation opportunities are discontinued due to changes in land use or operation, recreation needs should be accommodated elsewhere if feasible.

Policy 1.5.1 In the event a private recreation facility or public school site recreation facility is closed or discontinued, the City shall cooperate with concerned parties to identify economically feasible options for replacement.

Policy 1.5.2 The City encourages availability of school facilities after school and during summer months for recreation.

Goal 2 Open Space

Preserve open space for the enjoyment of scenic beauty and recreation, the protection of natural resources as wildlife habitat and protection from natural hazards.

Objective 2.1 Open Space System

Include existing city-owned open space, existing trails, utility easements, flood control easements, and other publicly owned open space land into a comprehensive open space system, and establish connections to neighboring open space.

Policy 2.1.1 Participate in joint planning and implementation with the State of California Parks Department and other appropriate agencies to establish connections to Mount Diablo State Park.

Policy 2.1.2 Develop connections based on the Trails Master Plan Map and open space designation or acquisition to local, state and federal open spaces surrounding Concord.

Objective 2.2 Hillside Preservation

Preserve the hillsides and ridgelines surrounding Concord as open space because of their contribution to the visual and physical identity of the City.

Policy 2.2.1 Structures and facilities should be designed to complement open space values of sites and adjacent lands.

Policy 2.2.2 Essential grading in hillside areas shall complement the existing landforms and not lead to the appearance of excessive padding, terracing, or other non-natural-appearing landforms for building sites or street improvements.

Policy 2.2.3 Native trees and shrubs shall be used when landscaping in hillside areas, allowing new development to complement the existing natural features, support existing wildlife, and conserve water.

Policy 2.2.4 Encourage clustering of residential units and dedication of permanent open space and high priority trail easements adjacent to publicly owned open space areas as needed to protect and conserve the public value of the open space.

[2]The Quimby Act establishes provisions in the State Subdivision Map Act providing for park land dedication or fees in-lieu thereof in connection with residential development.

Objective 2.3 Natural Resources and Public Health and Safety

Restrict development in natural resource areas and areas with potential natural hazards.

Policy 2.3.1 The beds, banks, and associated riparian vegetation of Galindo, Mount Diablo, and Pine Creeks shall be reserved for conservation of natural resources and public health and safety to the extent feasible.

Policy 2.3.2 Bay marshes and mud flats shall be preserved as open space.

Policy 2.3.3 The Mount Diablo foothills, generally above 600 ft. in elevation, are a valuable scenic asset, provide habitat for flora and fauna, and contain areas of potential seismic activity and landsliding. These lands are open space for the preservation of natural resources and public health and safety and are generally not suited for development.

Objective 2.4 Acquisition and Expansion

Seek to expand the city's open space program for the acquisition, preservation, and maintenance of open space lands.

Policy 2.4.1 Strive to preserve open space in south Concord to expand the Lime Ridge Open Space area.

Policy 2.4.2 Cooperate with other agencies to ensure public benefit from open space opportunities through open space-oriented design of public facilities such as flood control channels, utility easements, public ways, and freeway slope easements.

Policy 2.4.3 Cooperate with schools to allow use of school facilities for community benefit.

Goal 3 Conservation

Conserve natural resources, including water, wildlife, vegetation, minerals, and energy.

Objective 3.1 Water Quality

Improve the quality of underground and surface waters and protect waters from degradation due to discharge of toxic chemicals, erosion, and sedimentation.

Policy 3.1.1 Improve the quality of underground and surface waters in Concord through coordination with Contra Costa County Flood Control and Water Conservation District, the Soil Conservation District, the Contra Costa Water District, and the Regional Water Quality Control Board.

Policy 3.1.2 Enhance and maintain the natural values of creeks and major drainage ways.

Policy 3.1.3 To the extent practical, preserve creeks in a natural condition while providing for the need to convey storm water.

Objective 3.2 Wetlands

Protect naturally occurring wetlands, including riparian areas and marshlands from impacts related to development, extraction of natural resources, or other human activities to preserve their water purification values.[3]

Policy 3.2.1 Land adjacent to Suisun Bay, currently in the floodplain, and defined as wetlands according to the U.S. Department of Fish and Wildlife, shall be preserved as a wetland resource.

Policy 3.2.2 Protect from development estuarine, lacustrine, and palustrine wetland systems identified by the U.S. Department of Fish and Wildlife.

Policy 3.2.3 Cooperate with the State of California Environmental Protection Agency and Department of Fish and Game regarding stream and stream bank protection.

Policy 3.2.4 The Walnut Creek Channel and Delta De Anza regional trails will provide visual, and where practical, physical access to wetland areas in north Concord in a manner consistent with protection of fragile ecological systems.

Objective 3.3 Water Conservation

Conserve water resources and encourage water conservation by others.

Policy 3.3.1 Cooperate with the Contra Costa Water District to implement water saving programs (for example, use of reclaimed water).

Policy 3.3.2 Implement water-conserving landscaping practices in City projects.

Policy 3.3.3 Require new development to provide water-conserving landscaping.

Objective 3.4 Wildlife and Vegetation Resources

Identify and protect wildlife and vegetation resources of significant biological and ecological value.

Policy 3.4.1 Conserve wildlife habitat and wildlife corridors, including seasonal migration routes.

Policy 3.4.2 Protect rare, threatened or endangered species and their habitats in accordance with State and Federal law.

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[3]The Regional Water Quality Control Board's wetland fill policy requires no net loss of wetland acreage and no net loss of wetland value.

Policy 3.4.3 Retain significant vegetation, including native vegetation such as oak woodlands.

Policy 3.4.4 Take into account the impact of construction on significant vegetation and require tree preservation measures to be implemented in project development.

Policy 3.4.5 Preserve trees to the extent feasible.

Policy 3.4.6 Plant new trees to increase benefits to wildlife.

Objective 3.5 Mineral Conservation

Conserve and protect soils and significant mineral deposits.[4]

Policy 3.5.1 Encourage conservation of valuable mineral resources and provide substantial protection of significant mineral deposits, consistent with the City's other land use goals.

Policy 3.5.2 Extraction and consumption of mineral resources shall be in accordance with applicable State law.

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[4]These policies and accompanying map are included in compliance with the California Surface Mining and Reclamation Act. The following information is taken from the Surface Mining and Reclamation Act Designation Report No. 7, titled "Designation of Regionally Significant Construction Aggregate Resource Areas in the South San Francisco Bay, North San Francisco Bay, Monterey Bay Production-Consumption Regions."

The State Geologist's classification of an area as Mineral Resource Zone - 2 (MRZ-2) indicates the existence of a deposit that meets certain criteria for value and marketability. Such an area is Resource Sector S of the South San Francisco Bay Production-Consumption Region, which "consists of diabase located at Mount Zion and a smaller adjacent hill southwest of the community of Clayton in Central Contra Costa County." This area is delineated on Parks, Open Space, and Conservation Element Figure 2, "Regionally Significant Construction Aggregate Resource Areas."

The Surface Mining and Reclamation Act requires that a lead agency's land use decisions involving designated areas be in accordance with SMARA's mineral resource management policies. Lead agencies shall adopt policy recognizing the importance of the identified mineral resources, clarifying the intent that this information is to be used when making land use decisions in areas designated to be of statewide or regional significance, and emphasizing the conservation and development of identified mineral resources.

The State Mining and Geology Board identifies the following land use categories:

- Incompatible - Land uses inherently incompatible with mining and/or that require a high public or private investment in structures, land improvements and landscaping and that would prevent mining because of higher economic value of the land and its improvements.
- Compatible - Land uses inherently compatible with mining and/or that require a low public or private investment in structures, land improvements, and landscaping and that would allow mining because of the low economic value of the land and its improvements.
- Interim - Land uses that require structures, land improvements, and landscaping of a limited useful life and from an economic and political standpoint can be converted to mining at the end of that limited life.

Policy 3.5.3 Require land reclamation after mining activities have taken place, consistent with the State of California Surface Mining and Reclamation Act.

Policy 3.5.4 Incompatible land uses (those which are inherently incompatible with mining, and/or uses that require a high public or private investment in structures, land improvements, and landscaping) shall not be permitted within the mineral resource impact areas identified as containing mineral deposits of state-wide or regional significance as determined by the California State Mining and Geology Board ("significant mineral resources"), shown as Sectors S-1 and S-2 in Figure 2, "Regionally Siginificant Construction Aggregate Resource Areas."

Policy 3.5.5 Future development in the vicinity of significant mineral resources shall be planned and designed to minimize conflict between mineral extraction activities and neighboring land uses.

Policy 3.5.6 With respect to mineral resources for properties within the City's sphere of influence and inside the Contra Costa County Urban Limit Line, development at intensities consistent with the City of Concord General Plan may be permitted by the City so long as the significant mineral resources area as shown in Figure 2, "Regionally Significant Construction Aggregate Resource Areas," is reserved in open space.

Policy 3.5.7 With respect to mineral resources for properties within the City's sphere of influence and outside the Contra Costa County Urban Limit Line, development which is incompatible with extracting significant mineral resources as shown in Figure 2, "Regionally Significant Construction Aggregate Resource Areas," will not be permitted.

Objective 3.6 Energy Conservation

Strive to conserve natural resources through energy conservation programs.

Policy 3.6.1 All structures must meet energy conservation requirements contained in the Uniform Building Code and State of California energy requirements to reduce energy consumption in new development.

Policy 3.6.2 Encourage provisions for solar access and design in new development.

Policy 3.6.3 Provide for energy conservation and alternative energy technology.

Figures

1. Trails Master Plan Map

2. Regionally Significant Construction Aggregate Resource Areas

R1-DELTA DE ANZA TRAIL

Potential Trail Routes - Routes indicated are schematic and for planning purposes only. Precise route alignments to be determined based on environmental review of existing site conditions and proposed land uses.

R2-IRON HORSE TRAIL

R3-C.C. CANAL TRAIL

R4-CA RIDING & HIKING TRAIL

GEORGE CARDINET TRAIL

Proposed in Pleasant Hill Redevelopment Area

Trail development within CSU campus subject to future agreement between State of California and City of Concord

Solano Way
Port Chicago Hwy
Diablo Creek Golf Course
Willow Pass Rd
Olivera Rd
Grant St
Concord Ave
Chilpancingo
Market St
Galindo St
Farm Bureau Rd
Concord Blvd
Concord Naval Weapons Station
Bailey Rd
Diablo Valley College
Contra Costa Blvd
Sunvalley Mall
Taylor Blvd
Willow Pass
Meadow Ln
Cowell Rd
Clayton Rd
Kirker Pass Rd
Concord Pavilion
Monument Blvd
Oak Grove Rd
Ygnacio Valley Rd
CSU Hayward CCC
See Note Below
Lime Ridge Open Space
Boundary Oak Golf Course
Treat Blvd

C1 C2 C3 C4 C5 C6 C7 C8 C9 C10 C11 C12 C13 C14 C15 C16 C17 C18
F1 F2 F3 F4 F5 F6

- Existing Class 1 trails - Regional
- Existing Class 1 trails - Collector
- Planned Class 1 trails under construction
- Planned Class 1 trails - Regional
- Proposed Class 1 trails - Collector
- Proposed Class 1 trails - Feeder
- Proposed Class 3A bike routes on residential street
- Proposed Class 3B bike routes with edge line
- Schools
- PF Public facilities
- Parks
- SH Shopping
- Existing Over/Undercrossings
- Available Over/Undercrossings
- Proposed Over/Undercrossings
- Existing Staging Area
- Proposed Staging Area
- Redevelopment Area
- City limits

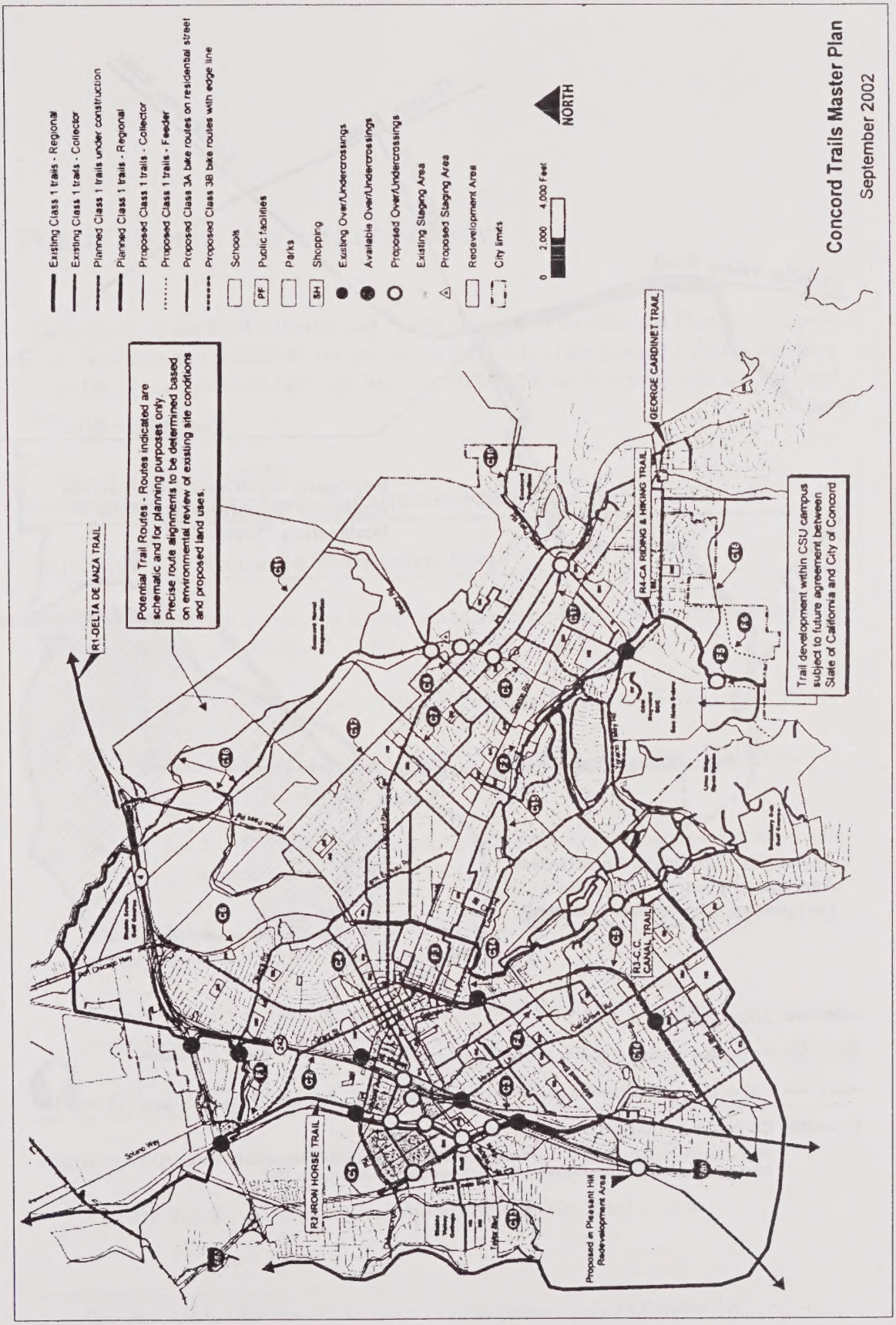
0 2,000 4,000 Feet

NORTH

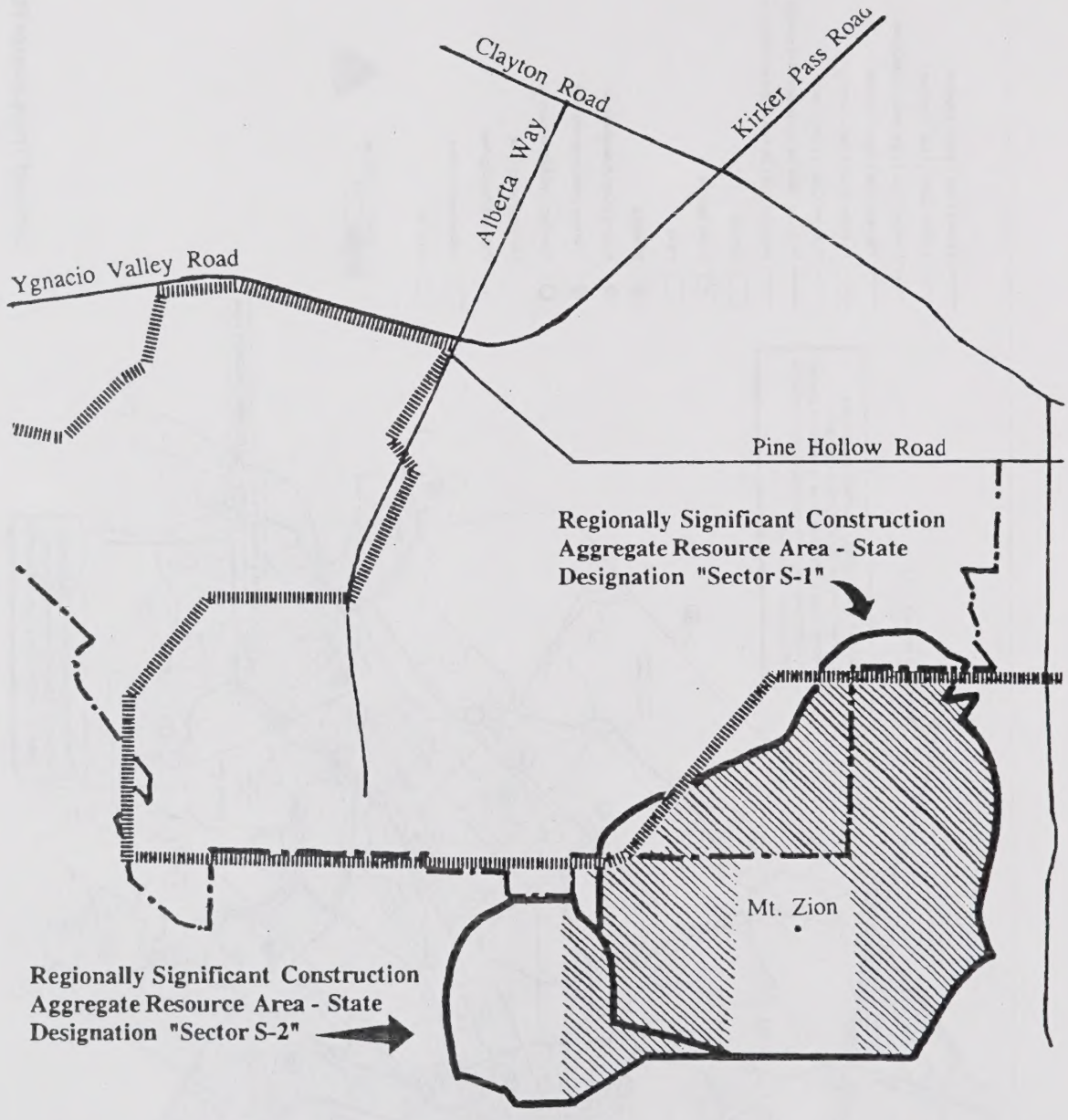
Figure 5
PROPOSED TRAIL MASTER PLAN

Concord Trails Master Plan

September 2002



Parks, Open Space and Conservation Element - Figure 1
Trails Master Plan Map



Source: SMARA Designation Report No. 7 Regionally Significant Construction Aggregate Resource Areas in the South San Francisco Bay Production-Consumption Region, January 1987

Parks, Open Space and Conservation Element - Figure 2
Regionally Significant Construction Aggregate Resource Areas

Public Health and Safety Element

Introduction

The purpose of the Public Health and Safety Element of the General Plan is to identify goals, objectives and policies for the protection and safety of the general public concerning air quality, noise, seismic and geologic hazards, flooding, hazardous materials, and wildland fires.

Goal 1 Air Quality

Achieve air quality goals for the benefit of the public.

Objective 1.1 Non-auto Transportation

Develop and maintain a balanced transportation system that includes opportunities for non-automobile transportation.[1]

Policy 1.1.1 Promote pedestrian, bicycle and transit modes of travel.

Policy 1.1.2 Require Transportation Demand Management (TDM) programs for major employers.[2]

Policy 1.1.3 Require air quality mitigation for new development not amenable to TDM programs.

Policy 1.1.4 Support the expansion and improvement of local and regional transit systems and ridesharing programs.

Policy 1.1.5 Encourage provisions for non-disruptive live/work arrangements and telecommuting in residential areas.

Objective 1.2 Air Quality Improvement

Improve air quality, and minimize the air pollution impacts.

Policy 1.2.1 Minimize congestion on the public street system.

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[1]See also G.M.E. Objective 3.3, Transportation/Circulation Element Objective 2.1.

[2]See Transportation/Circulation Element policies 2.1.1 through 2.1.3.

Policy 1.2.2 Maintain and upgrade traffic control systems to provide for a safe and smooth flow of traffic, emphasizing commute route signal synchronization.

Policy 1.2.3 Site projects in a location and/or manner that reduces air pollution exposure of sensitive receptors (such as facilities for children or the aged).

Policy 1.2.4 Promote the use of trees and plants (particularly native species) in landscaping to reduce air pollution levels.

Policy 1.2.5 Cooperate with the Bay Area Air Quality Management District in the review of land use proposals to address typical air quality problems including windblown particulates, mechanical equipment exhaust, and ventilation of parking garages.

Objective 1.3 Land Use Planning

Utilize land use planning strategies that can help minimize air pollution emissions.[3]

Policy 1.3.1 Accommodate infill development rather than encouraging low-density urban sprawl.

Policy 1.3.2 Balance jobs and housing to provide residents the opportunity to reduce long-distance commuting both to and from Concord. (See jobs/housing discussion in Housing Element.)

Policy 1.3.3 Promote mixed land use development (such as in Central Area and major development nodes on arterial streets) to reduce the need for automobile travel.

Objective 1.4 Regional Air Quality

Continue to support Federal, State, and regional efforts to improve air quality in order to protect human and environmental health.

Policy 1.4.1 Cooperate with the Bay Area Air Quality Management District in the development and implementation of regional air quality strategies.

[3]Additional policies regarding reduction of vehicle trips and providing alternate means of transportation are contained in the Growth Management Element, Objective 3.3, Transportation/ Circulation Element Goal 2 and Goal 3, Housing Element page 9, and the Parks, Open Space and Conservation Element Objective 1.2.

GOAL 2 NOISE ENVIRONMENT

Achieve a noise environment that is compatible with human activities and health.

Objective 2.1 Land Use Compatibility

Ensure that new development is compatible with the existing and future noise environment (noise impacts due to Buchanan Field Airport and the Mount Diablo Medical Center Helipad are addressed in Objectives 2.4 and 2.5).

Policy 2.1.1 Projects subject to discretionary approval will be reviewed to ensure that they are compatible with the noise environment. Review may require an acoustical study addressing both loudness and quality of noise. The City recognizes that some noise can be intrusive due to qualities other than loudness or duration, and that the public should be protected from unreasonable adverse impacts.

Policy 2.1.2 An acoustical report will be required for any project which would be exposed to noise levels in excess of those shown as "normally acceptable" in Table 1.

Policy 2.1.3 The City shall maintain a noise exposure map (City of Concord Noise Exposure Map prepared by Illingworth and Rodkin, and incorporated into this General Plan by reference) which shall be used along with other applicable information to assist in making a preliminary determination of the site's noise exposure.

Policy 2.1.4 The City shall require mitigation measures for new residential, transient lodging, motel/hotel, school, library, church and hospital development, that would reduce exterior noise exposure to 60 dB or lower ("normally acceptable" level, Table 1). The need for mitigation of exterior noise exposure for other development will be evaluated on a project by project basis.

Policy 2.1.5 Where residential or other noise-sensitive uses are proposed to be exposed to stationary noise sources, noise levels in the outdoor use areas of these residential or other noise-sensitive uses shall not exceed the limits set forth in Table 2.

Policy 2.1.6 Where existing single-family residential development is located on an arterial street, the City encourages noise attenuation to improve the acoustic environment inside residences.[4]

[4]This can be done through installation of windows designed for low sound transmission, installation of gaskets or weatherstripping on solid core doors, and other steps which reduce sound transmission from the outside to the interior of a residence.

Objective 2.2 New Noise Sources

Prevent new noise sources from increasing noise levels above acceptable standards.

Policy 2.2.1 All potential noise generating projects will be reviewed to evaluate their impact on the noise environment of existing development.

Policy 2.2.2 The City shall evaluate the need for noise mitigation for any street or transportation system projects that would significantly degrade the transportation noise environment by:

1) causing the L_{dn} in existing residential areas or in areas proposed to be residential in the General Plan to increase by 5 dB or more but remain below 60 dB;

2) causing the L_{dn} in existing residential areas or in areas proposed to be residential in the General Plan to increase by 3 dB or more resulting in an Ldn of 60 dB or greater.

The City shall evaluate the economic feasibility of noise mitigation as part of the review of the project, and include noise mitigation to the extent feasible.

Policy 2.2.3 The City shall evaluate the need for mitigation measures for any project whose non-transportation noise source would generate noise levels in excess of those allowed by Table 2.

Objective 2.3 Existing Noise Sources

Eliminate or reduce noise from existing objectionable noise sources where possible.

Policy 2.3.1 Fairly and equitably provide for the mitigation of noise exposure in areas of the City exposed to noise levels in excess of the acceptable limits, to the extent feasible.

Policy 2.3.2 The City may attempt to reduce noise intrusion generated by miscellaneous noise sources through the adoption of ordinances or other mechanisms to control noise-generating activities.

Table 1: Land Use Compatibility for Community Noise Environments

Land Use Category	Exterior Noise Exposure L_{dn} or CNEL, dB 55	60	65	70	75	80
Residential, Hotels and Motels						
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						
Industrial, Manufacturing, Utilities, and Agriculture						

Normally Acceptable — Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable — Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

Unacceptable — New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Table 2: Maximum Allowable Noise Exposure, Stationary Noise Sources[1]

	Daytime[5] (7 a.m to 10 p.m.)	Nighttime[2,5] (10 p.m. to 7 a.m.)
Hourly L_{eq}, dB[3]	50	45
Maximum Level, dB[3]	70	65
Maximum Level, dB-Impulsive Noise[4]	65	60

Objective 2.4 Noise Due to Aviation: Buchanan Field Airport and Mount Diablo Medical Center Helipad

The City recognizes the importance of Buchanan Field Airport to the community and region, as well as the potential importance of helicopter access to Mount Diablo Medical Center and aims to achieve compatibility between these uses and neighboring land uses. (Noise environment references in this section are based on the City of Concord Noise Exposure Map, prepared by Illingworth and Rodkin and incorporated into this General Plan by reference, and Public Health and Safety Element Appendix A: Mount Diablo Medical Center Helipad Noise Contours, Figures 1 through 6).

Policy 2.4.1 The City shall evaluate aircraft/helicopter noise exposure for new development according to the following criteria and standards. (Does not include noise generated by military aircraft, policing agencies, search and rescue, medical evacuation, and similar infrequent noise transmissions associated with public services.)

To evaluate the compatibility of the proposed use, acoustic reports shall be submitted for all discretionary projects within the 55 dB contour prior to the acceptance of the application as complete for any proposed use which is shown as normally

[1]As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.

[2]Applies only where the receiving land use operates or is occupied during nighttime hours.

[3]Sound level measurements shall be made with "slow" meter response.

[4]Sound level measurements shall be made with "fast" meter response.

[5]Allowable levels shall be raised to the ambient noise levels where the ambient levels exceed the allowable levels. Allowable levels shall be reduced 5 dB if the ambient hourly Leq is at least 10 dB lower than the allowable level.

unacceptable in Table 3 (below). For discretionary projects involving uses identified in Table 3 as conditionally acceptable, acoustic reports shall be submitted prior to issuance of a building permit.

These reports shall be prepared by a professional acoustical engineer and shall be based on the projected noise impacts shown on the Noise Exposure Map. These reports should include measurements at the project location of noise levels associated with aircraft overflight; quantitative information on the sound attenuation characteristics of proposed structures; estimated maximum interior noise levels based on the maximum noise exposures obtained through field measurement; and recommended noise attenuation measures.

A. Residential Uses, Hotels, Motels, Nursing Homes, Hospitals, and Similar Uses

1. Aircraft/helicopter noise impact reports shall be required for the above stated developments proposed to be located where the exterior aircraft/helicopter noise contour is 55 dBA CNEL (or L_{dn}) or higher.

2. Aircraft/helicopter noise standards

   a. Interior noise level: 40 dBA CNEL or Ldn

   b. Interior single event noise levels:

      - Bedrooms between 10 p.m. and 7 a.m. – 50 dBA maximum
      - Other rooms and bedrooms between 7 a.m. and 10 p.m. – 55 dBA maximum

B. Office and Commercial Uses

1. Aircraft/helicopter noise impact reports shall be required for office and commercial developments proposed to be located where the exterior contour is 65 dBA CNEL (or L_{dn}) or higher.

2. Aircraft/helicopter noise standards

   a. Interior noise level: The amount of acceptable noise intrusion varies with the type of office and commercial uses. No noise standard is necessary; the average noise levels will be regulated through enforcement of the single event standard.

   b. Interior single event noise level: 60 dBA maximum.

C. Schools, Libraries, and Churches

1. Aircraft/helicopter noise impact reports shall be required for school, library, and church developments proposed to be located where the exterior contour is 60 dBA CNEL (or L_{dn}) or higher.

2. Aircraft/helicopter noise standards

   a. Interior noise level: The amount of acceptable noise intrusion varies with the specific activities taking place in the various rooms of a facility. No noise standard is necessary; the average noise levels will be regulated through enforcement of the single event standard.

   b. Interior single event noise levels:

Schools:	50 dBA maximum
Libraries:	60 dBA maximum
Church Sanctuaries:	45 dBA maximum

Policy 2.4.2 The City incorporates the Buchanan Field – Composite Noise Contours Map of the Contra Costa County Airport Land Use Compatibility Plan into the General Plan by reference.

Policy 2.4.3 The three noise contour maps for the Mt. Diablo Hospital Medical Center helipad prepared by Charles M. Salter Associates are incorporated into the General Plan, as are three maps showing maximum instantaneous A - weighted sound pressure levels (dBA) generated by a Boelkow 117 helicopter using the various flight paths. (The noise contours may have to be revised if any other helicopter model is proposed to be used.) (See Public Health and Safety Element Figures 1 through 6.)

Policy 2.4.4 Helicopter flights at the Mt. Diablo Hospital Medical Center helipad shall be limited such that noise from helicopter operations may not exceed the noise levels shown on the noise contour maps listed in Policy 2.4.3.

Policy 2.4.5 Table 3 shall be used to assess future land use compatibility with aircraft/helicopter noise. (Legally established existing land uses are exempt.)

Table 3: Land Use Compatibility with Aircraft/Helicopter Noise Outdoors and Indoor Single-Event Maximum Noise Level Criteria.

Land Use Category	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential (all types including hotels, motels, nursing homes, hospitals)	<55 L_{dn}	55-65 L_{dn}	65-75 L_{dn}	>75 L_{dn}
	Habitable rooms - 55 dBA Max* Indoors Bedrooms 10 p.m. to 7 a.m. - 50 dBA Max* Indoors			
Schools, libraries, churches	<60 L_{dn}	60-65 L_{dn}	65-75 L_{dn}	>75 L_{dn}
	Schools, hospitals - 50 dBA Max* Indoors Libraries - 60 dBA Max* Indoors Church sanctuaries - 45 dBA Max* Indoors			
Office buildings, business	<65 L_{dn}	65-75 L_{dn}	>75 L_{dn}	---
Auditoriums, concert hall, cinema, sports arena, outdoor spectator sports	All - 60 dBA Max*			
	---	<65 Ldn	65-75 Ldn	>75 Ldn
	Max* levels evaluated on a case-by-case basis			

Interpretation of Table 3

Normally Acceptable - The specified land use meets accepted noise criteria, based upon the assumption that any buildings involved are of normal conventional construction.

Conditionally Acceptable - A detailed analysis of the noise reduction requirements shall be made and accepted by the City, and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh-air supply systems or air conditioning will normally suffice.

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development is proposed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable - New construction or development should generally not be undertaken.

Max refers to the instantaneous maximum sound level during a single aircraft overflight measured on slow response using the A-weighted filter.

Policy 2.4.6 Any change to the three designated flight paths referred to as the Primary, Secondary, and Alternate Secondary Flight Paths shown on the Structural Height Limits Map for the Mt. Diablo Hospital Medical Center helipad, incorporated by reference, shall be preceded by an amendment to both the Heliport Permit issued by Caltrans and the Public Health and Safety Element of the Concord General Plan. The amendment shall incorporate the flight path change into the Mt. Diablo Hospital Medical Center Helipad Helicopter Noise Policies and the Use Permit for the hospital's helipad.

Policy 2.4.7 Projects approved within the 60 dBA CNEL noise contour of Buchanan Field shall be conditioned to provide a disclosure statement (constructive notice) to prospective buyers and tenants that the site may be subject to aircraft overflight. The statement shall indicate the following:

> "This property is in proximity to Buchanan Field, a public-use airport. The property may be subject to overflight by both fixed wing and rotary aircraft and associated noise impacts."

The statement shall be required to be included in deeds, leases, rental agreements, and Covenants, Conditions and Restrictions.

Goal 3 Protection from Seismic Hazards, Ground Failure and Landslides

Protect human life, reduce the potential for serious injuries, and reduce risk of property losses due to seismic activity and other geologic hazards.

Objective 3.1 Consideration of Seismic Safety

Reduce damage due to seismic activity.

Policy 3.1.1 Land use decisions shall be based on a thorough evaluation of geologic-seismic and soils conditions and risk, including emerging seismic safety issues such as but not limited to amplified ground shaking in small pockets of deep sediment and potential fault ruptures which can occur as new faults adjacent to or at some distance from known faults.

Policy 3.1.2 Structures shall be designed per applicable State and local standards and codes.

Policy 3.1.3 Geologic studies shall be conducted for all structures, including those not for human occupancy, located above and below ground whenever a project is located within an Earthquake Fault Zone as identified by the State of California

Division of Mines and Geology as most recently updated. (The Earthquake Fault Zone Map dated July 1, 1993 is incorporated into the General Plan by reference.)

Objective 3.2 Increase Seismic Safety Efforts

Increase the effectiveness of efforts to increase seismic safety.

Policy 3.2.1 Cooperate with appropriate government agencies and public and private organizations to address seismic hazards.

Objective 3.3 Road and Utility Crossings of Fault Lines

Where new roads and/or utilities are proposed, they should be located to avoid crossing active faults unless other alternatives are impractical.

Policy 3.3.1 Where roads, pipelines and other utilities cross the Concord fault, design should accommodate the effects of tectonic creep.

Objective 3.4 Landslides and Ground Failure

The City seeks to minimize the risk of personal injury, impact on water quality, and damage to property from landslides, erosion, earth creep, storm water runoff, and other hazards in and near hillside areas of the City.

Policy 3.4.1 Development on hillsides shall be subject to review of soils and geologic conditions and to approval of grading plans prior to tentative subdivision approval to ensure that streets, driveways, and structures can be accommodated safely with a minimum of grading.

Policy 3.4.2 The City may regulate development on hillsides where the grade exceeds 15 percent.

Policy 3.4.3 Hillsides with slopes over 30 percent are unsuitable for development.

Objective 3.5 Expansive Soils

Minimize potential problems due to critically expansive soils or other soil conditions.

Policy 3.5.1 On sites where the United States Geological Survey and the City's Geologic Hazards Map (incorporated by reference into this General Plan), or other sources indicate a potential soils problem, require soils and geologic hazards analysis as part of development project review.

Goal 4 Flood Risk Reduction

Minimize the risk of injury, property loss, public health impacts, and interruption of services due to flooding. (Objectives and policies pertaining to this goal are found in the Public Services Element, Objective 1.3 and the Growth Management Element, Objective 2.1.)

Goal 5 Hazardous Materials Risk Reduction

Protect the public from hazard associated with the use, transport, treatment, and disposal of hazardous substances.

Objective 5.1 Agency Coordination

Coordinate with county, state and federal agencies that regulate the handling of hazardous substances.

Policy 5.1.1 Whenever a land use which includes handling potentially hazardous materials is proposed proximate to water canals, pipelines, or reservoirs, the City shall coordinate review of the proposal with the appropriate water provider agency.

Policy 5.1.2 Coordinate review of proposals for sites which may have toxic contamination or for use of hazardous materials with the Contra Costa County Department of Environmental Health, Hazardous Materials Division and other appropriate regulatory agencies as part of the review process.

Policy 5.1.3 As part of development or land use review address potential toxic contamination.

Goal 6 Reduction of Fire Hazard

Protect the public from hazard associated with fire.

Objective 6.1 Fire-safe Construction

Incorporate all applicable requirements for fire safety into all new structures.[5]

Objective 6.2 Fire-safe Land Management

Open space lands shall be managed to minimize the intensity of fire and the extent of the wildland fires.

Policy 6.2.1 Development projects adjacent to open space shall incorporate firebreaks to minimize damage.

[5]Policies pertaining to this objective are found in the Public Services Element Objective 2.2.

Policy 6.2.2 Maintenance of firebreaks established in connection with development shall be the responsibility of the adjacent private property owners.

GOAL 7 DISASTER RESPONSE PLANNING

Provide for a high level of public protection services and coordination services in a disaster.

Objective 7.1 Agency Coordination

The City shall cooperate and coordinate with responsible agencies to delineate evacuation plans, including contingency planning.

Policy 7.1.1 The City shall maintain an ongoing program for disaster response, including participation in all dimensions of the emerging information super highway technology.

Objective 7.2 Naval Weapons Station

Cooperate with the United States Navy to maintain a buffer zone between weapons areas and civilian land uses.

Policy 7.2.1 No new development for human occupancy shall be permitted within the Concord Naval Weapons Station's explosive safety zones.

Policy 7.2.2 The City shall coordinate its effort with the United States Navy to assure that adequate buffer zones are maintained between any hazardous materials at the Weapons Station (including, but not limited to, explosive materials and toxic chemicals) and civilian land uses neighboring the Weapons Station.

GOAL 8 SAFETY FROM ELECTROMAGNETIC FIELDS

Assure compatibility between uses which generate electromagnetic fields and human health.

Objective 8.1 Electromagnetic Fields

The City will monitor research regarding the effects of electromagnetic fields on human health and devise appropriate policies relative to informing people of potential adverse health impacts.

Policy 8.1.1 The City will cooperate with PG&E and other agencies regarding the siting of residential development near major electricity transmission lines.

Figures

1. Mt. Diablo Helipad Noise Exposure
CNEL Noise Contours Associated with Primary Flight Path.

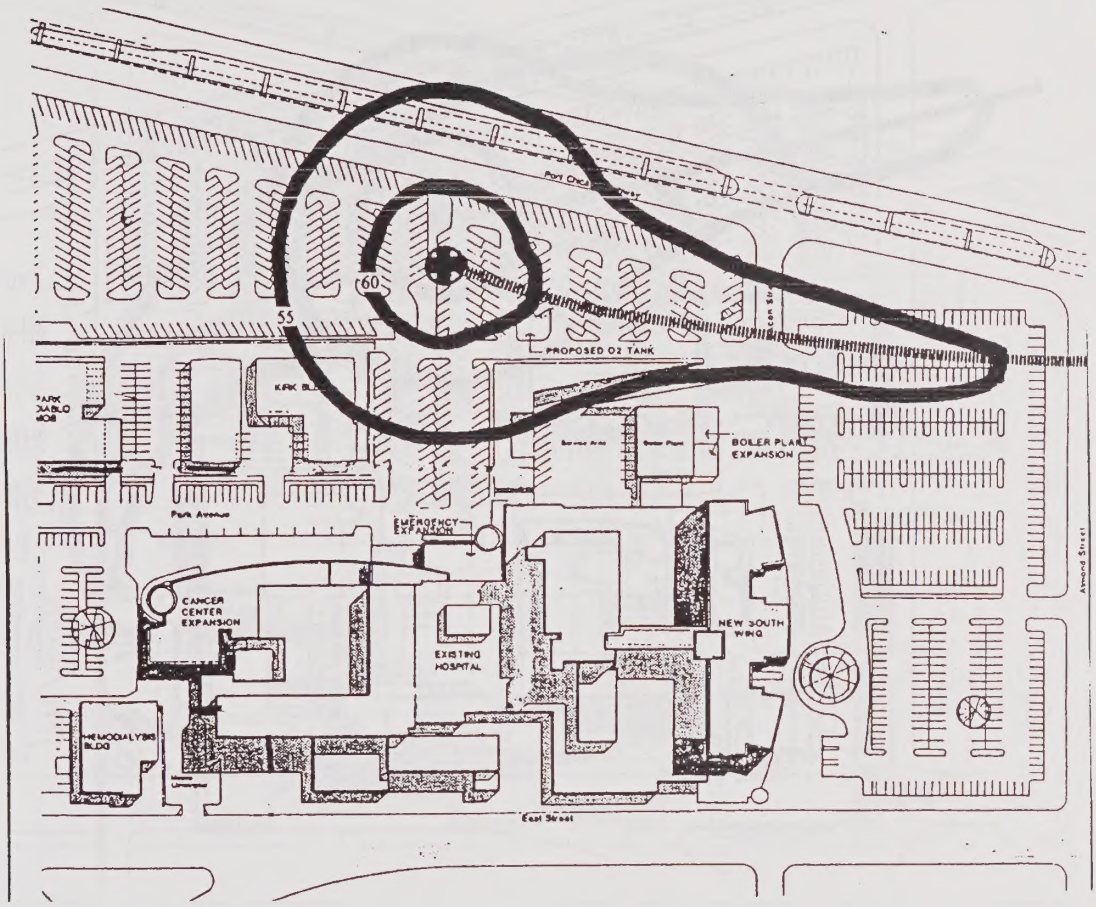
2. Mt. Diablo Helipad Noise Exposure
CNEL Noise Contours Associated with Secondary Flight Path.

3. Mt. Diablo Helipad Noise Exposure
CNEL Noise Contours Associated with Alternate Secondary Flight Path.

4. Maximum Instantaneous A-weighted Sound Pressure Level Contours
(dBA) Generated by a Boelkow-117 Helicopter Using the Primary Flight Path.

5. Maximum Instantaneous A-weighted Sound Pressure Level Contours
(dBA) Generated by a Boelkow-117 Helicopter Using the Secondary Flight Path.

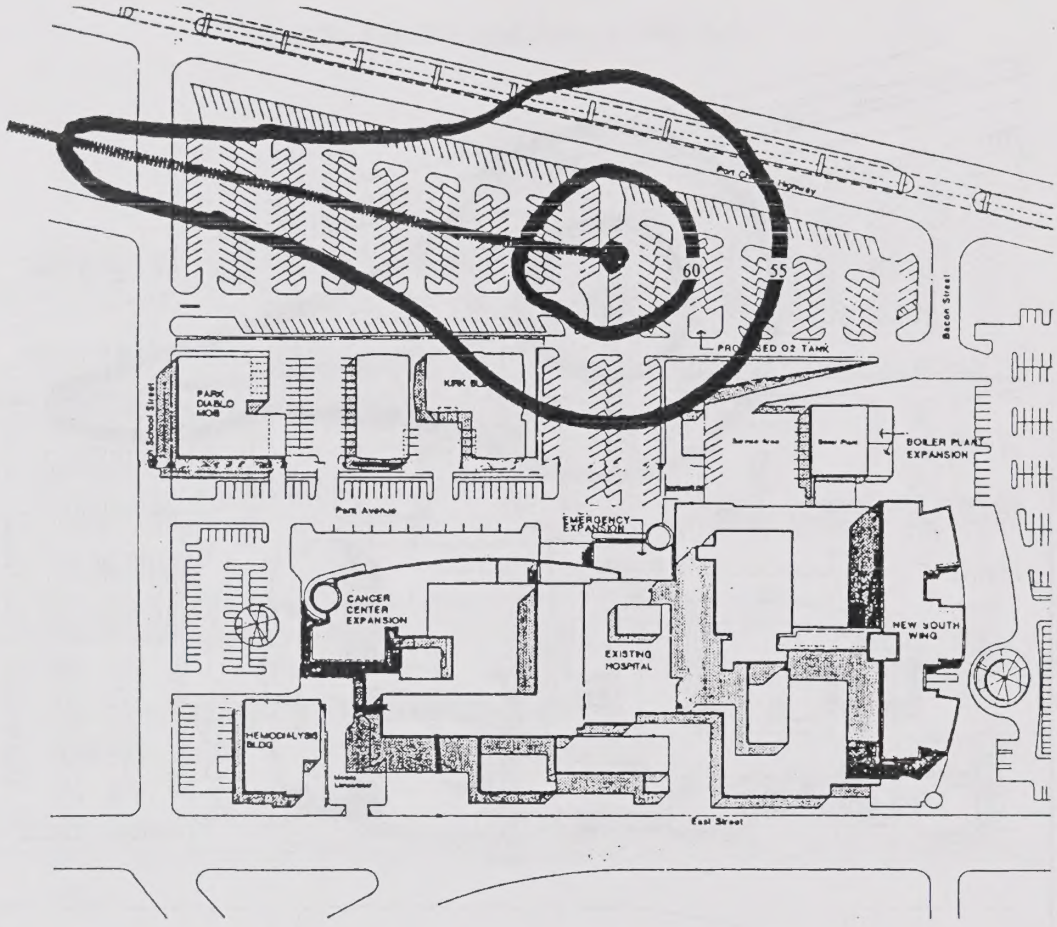
6. Maximum Instantaneous A-weighted Sound Pressure Level Contours
(dBA) Generated by a Boelkow-117 Helicopter Using the Alternate Secondary Flight Path.



Public Health and Safety Element - Figure 1

Mt. Diablo Helipad Noise Exposure - CNEL Noise Contours Associated with Primary Flight Path
BK 117 Helicopter
60 Flights per Year

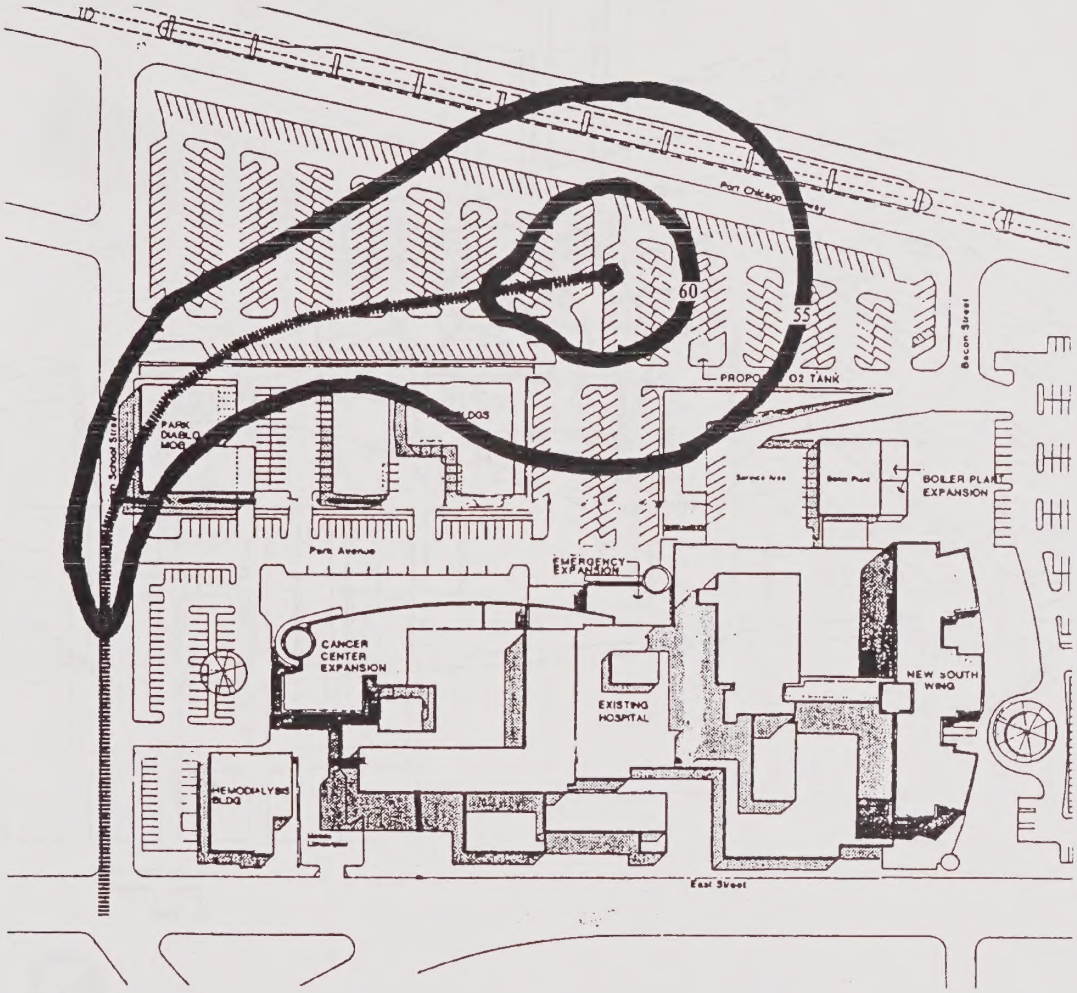
Note: the flight path associated with these contours is expected to receive less than 45 flights per year, which would effectively move the contours closer to the helipad. The annual limit of 60 flights applies to all flight paths, and represents a conservative, worst-case scenario.



Public Health and Safety Element - Figure 2

Mt. Diablo Helipad Noise Exposure - CNEL Noise Contours Associated with Secondary Flight Path
BK 117 Helicopter
60 Flights per Year

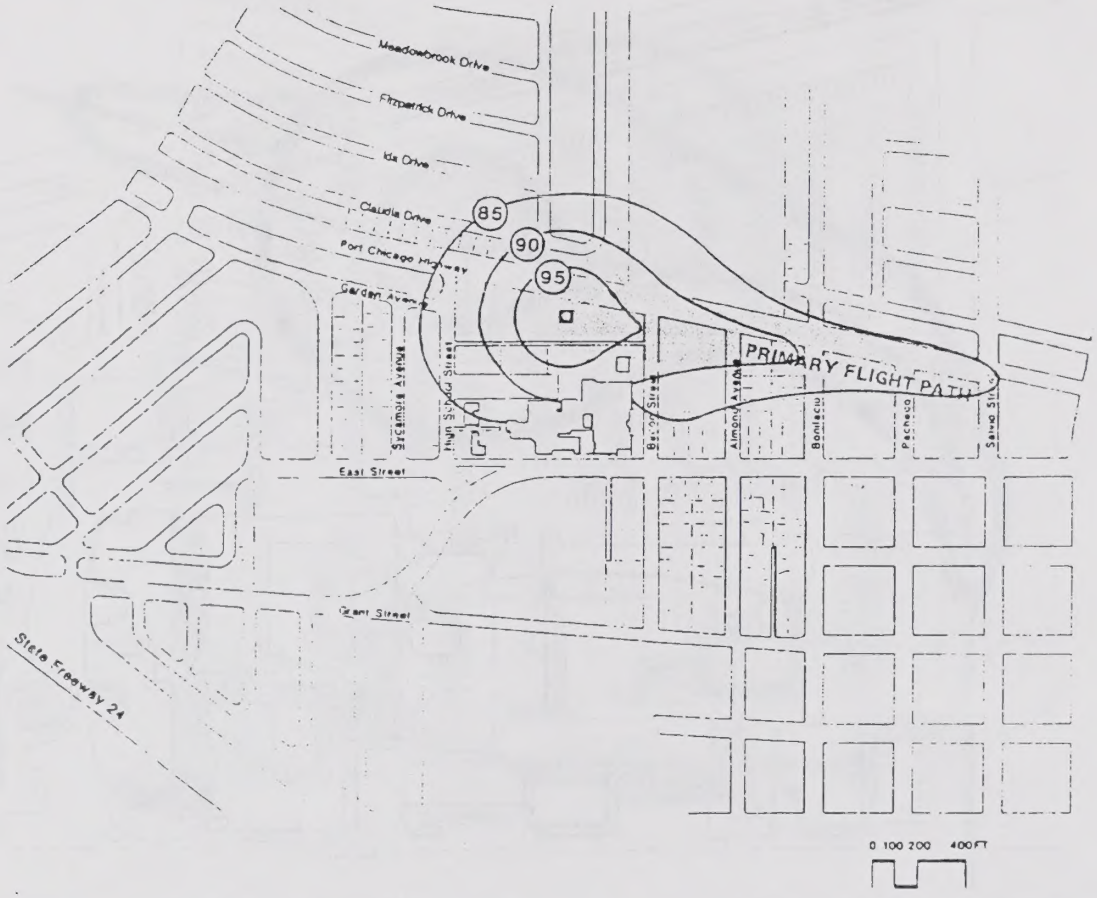
Note: the flight path associated with these contours is expected to receive less than 45 flights per year, which would effectively move the contours closer to the helipad. The annual limit of 60 flights applies to all flight paths, and represents a conservative, worst-case scenario.



Public Health and Safety Element - Figure 3

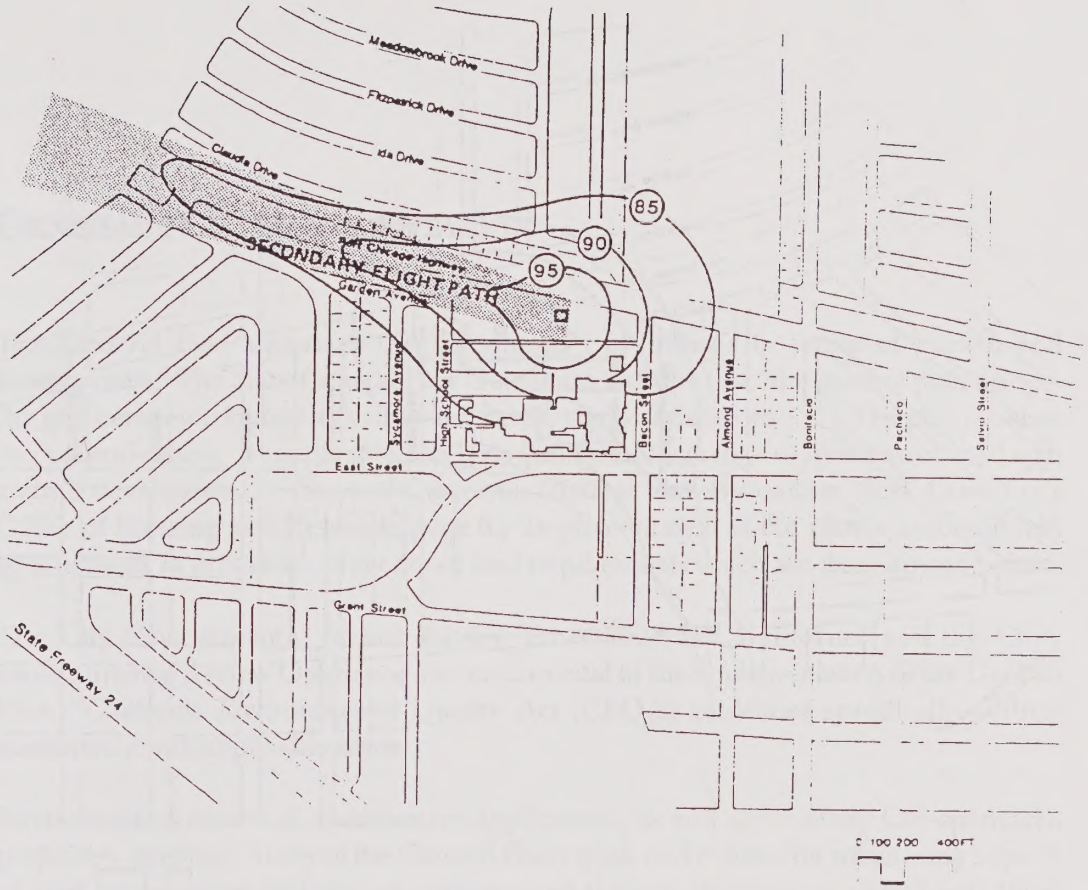
Mt. Diablo Helipad Noise Exposure - CNEL Noise Contours Associated with Alternate Secondary Flight Path
BK 117 Helicopter
60 Flights per Year

Note: the flight path associated with these contours is expected to receive less than 45 flights per year, which would effectively move the contours closer to the helipad. The annual limit of 60 flights applies to all flight paths, and represents a conservative, worst-case scenario.

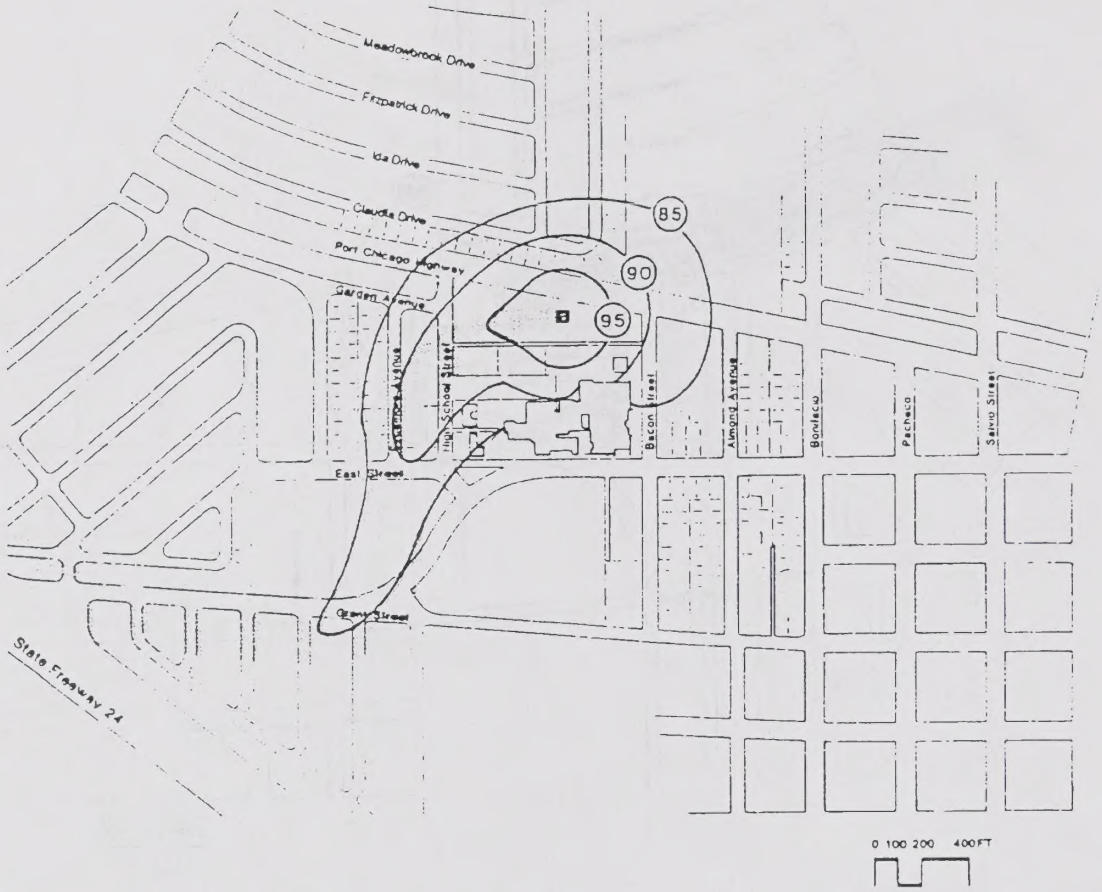


Public Health and Safety Element - Figure 4

Maximum Instantaneous A-Weighted Sound Pressure Level Contours (dBA) Generated by a Boelkow 117 Helicopter Using the Primary Flight Path



Public Health and Safety Element - Figure 5
Maximum Instantaneous A-Weighted Sound Pressure Level Contours (dBA) Generated by a Boelkow 117 Helicopter Using the Secondary Flight Path



Public Health and Safety Element - Figure 6

Maximum Instantaneous A-Weighted Sound Pressure Level Contours (dBA) Generated by a Boelkow 117 Helicopter Using the Alternate Secondary Flight Path

General Plan Implementation

The General Plan addresses the community's aspirations in terms of growth and development. The State General Plan Guidelines indicate that "the general plan bridges the gap between community values and actual physical decisions . . . . The plan . . . shall be comprehensive, . . . addressing the broad and evolving range of issues associated with a city's development." (State of California General Plan Guidelines 1990, Governor's Office of Planning and Research, page 6.) Implementation of the plan is accomplished by a network of programs, procedures, and requirements which are summarized below.

Environmental Analysis

The City Environmental Impact Review Procedures and Guidelines and the City's Environmental Review Ordinance are fundamental to the implementation of the General Plan. California Environmental Quality Act (CEQA) guidelines specifically address consistency with applicable plans.

Environmental review of discretionary applications, as well as for many City-sponsored projects, is required. Many of the General Plan's goals and policies for minimizing impacts of land development and use are implemented through this process, particularly those addressing the avoidance of natural hazards and the preservation of natural, historical, archaeological, and cultural resources.

Development Review

City review of development proposals includes review of consistency with the General Plan, with the City's zoning codes, with applicable sections of the Municipal Code, and with development requirements. Development review is coordinated with other public agencies and utility providers. The public is notified of development proposals as specified in the municipal code and City administrative policies and procedures, implementing State of California requirements for public notification. Development proposals in unincorporated areas within the sphere of influence and planning area may be processed by Contra Costa County.

Zoning

The City's zoning districts specify allowable, conditionally allowable, and prohibited uses, development standards, and procedures for land use review and approval. The zoning regulations are written to be compatible with and help implement the General Plan. Important functions of General Plan implementation are performed by the City Council, Planning Commission, Design Review Board, and Zoning Administrator in reviewing zoning requirements as well as other development requirements in terms of General Plan consistency.

Building Permits

Many General Plan policies are implemented through the building permit process. This process encompasses safety issues including structural standards, electrical safety, water contamination, seismic safety, accessibility by handicapped persons, and conservation of water and energy.

CIP/TIP

The Capital Improvement Program (CIP) establishes scheduling and funding sources for construction of public improvements such as sewers, roads, and parks to implement the General Plan. Part of the CIP is the Transportation Improvement Program (TIP) which addresses transportation improvements. As required by state law, the Planning Commission evaluates the CIP/TIP for consistency with the General Plan every year and makes findings for the City Council's consideration regarding General Plan consistency.

Development Fees and Improvement Requirements

New development adds to the service and facility needs of the City and other agencies. For example, greater numbers of residents increase demand for police service and parks. The fiscal burden of providing such services and facilities necessary to provide for new development is beyond the scope of normal municipal revenues. The Growth Management Element and supporting City requirements include policies which require that new development pay for a fair share of new facilities.

Community Services

The City provides services to the community and cooperates with other agencies to provide programs such as home repair, neighborhood improvement, affordable housing development, child care, emergency services for the homeless, community and senior citizen centers, facilities for the physically impaired or developmentally disabled, recreation facilities, counseling, conflict resolution, parks and recreation facilities and programs, the library building (library services are provided by the County), performing and visual arts programs, police services, crime prevention, and emergency preparedness.

Redevelopment

The Redevelopment Agency objectives are economic development and revitalization of the redevelopment area in central Concord. The Agency makes increased economic activity possible by supporting development-related land assembly and infrastructure improvement. The Agency also supports local business retention and promotes Concord regionally and nationwide to attract new businesses. New development and new business add to the established business community to increase Concord's economic activity and tax revenues. This enhances Concord's tax revenues, which support the provision of City services for all.

Other Agencies

Several services are provided by other agencies which are described in detail in the Baseline Cond itions Report. The activities of those agencies also serve to implement Concord's General Plan.

General Plan Glossary

A-Weighted Level: The sound level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

Ambient Noise: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Arterial, Major: A street which generally provides circulation between major activity centers and/or residential areas for both local and regional traffic.

Arterial, Minor: A street which generally provides circulation between major activity centers and/or residential areas.

Auto-related Uses: Auto service, repair, reconditioning, painting, diagnostics, and routine maintenance.

Capital Improvements Program: A program, administered by City government and reviewed by the Planning Commission, which schedules permanent improvements in the future to fit the City's projected fiscal capability. The program typically is reviewed and updated annually.

CNEL: (Community Noise Equivalent Level). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night from 10 p.m. to 7 a.m.

Note: CNEL and Ldn represent daily levels of noise exposure averaged on an annual or daily basis, while Leq represents the equivalent energy noise exposure for a shorter time period, typically one hour.

Collector: A street which generally collects traffic from residential and commercial areas and channels it to arterial streets.

Collector Trails: Secondary trails, suitable for pedestrians and bicycles, that link regional trails with neighborhoods and other trails. These trails may be located on-street.

Flood, 50-Year: The magnitude of a flood expected to occur on the average every 50 years, based on historical data. The 50-year flood has a 1/50, or two percent, chance of occurring in any given year.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more that one foot. No development is allowed in floodways.

Habitat: The natural environmental of a plant or animal.

Implementation: Actions, procedures, programs, or techniques that carry out policies.

Intrusive Noise: That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or information content as well as the prevailing noise level.

L_{10}: A statistical descriptor indicating the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities.

L_{dn} (Day-Night Average Sound Level): The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels (after 10 p.m. and before 7 a.m.). The **L_{dn}** is approximately numerically equal to the CNEL for most environmental settings.

L_{eq} (Equivalent energy level). The sound level corresponding to a steady sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 2, and 8-hour sample periods. The L_{eq} is a "dosage" type measure and is the basis for the descriptions used in current standards, such as the 24-hour CNEL used by the State of California.

Lacustrine: Pertaining to lakes.

Level of Service, LOS (traffic): A qualitative measure describing operational conditions within a traffic stream and the perception of motorists and/or passengers regarding these conditions. A level of service definition generally describes these conditions in terms of such factors as traffic volumes, speed and travel time, delays at traffic signals, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Mean Sea Level: The average altitude of the sea surface for all tidal stages.

Minerals: Any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances, including, but not limited to, coal, peat, and bituminous rock, but excluding geothermal resources, natural gas, and petroleum (Public Resources Code Section 2005).

Recycle: The process of extraction and reuse of materials from waste products.

Regional Trails: The basic components of the trail system, and are generally off-street, multi-use trails (width of approximately 12 ft.), suitable for walking, running, horseback riding, and bicycle riding.

Resources, Non-renewable: Refers to natural resources, such as fossil fuels and natural gas, which once used, cannot be replaced and used again.

Right-of-way: The strip of land over which certain transportation and public use facilities are built, such as roadways, railroads, and utility lines.

Riparian Habitat: The land and plants bordering a watercourse or lake.

Routes of Regional Significance: Routes of Regional Significance are designated by the Contra Costa Transportation Authority. In evaluating the appropriateness of the designation, the following criteria are used:

1. Connection of two or more "regions" of the County.
2. Connection across County boundaries.
3. Significant amount of through traffic.
4. Provision of access to a regional highway or transit facility (e.g., a BART station or freeway interchange).

Solid Waste: General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood.

Storm Runoff: Surplus surface water generated by rainfall that does not seep into the earth but flows overland to a watercourse.

Trail, Collector: Secondary trail category suitable for pedestrians and bicycles, that link regional trails with neighborhoods and other trails. These trails may be located on-street.

Trail, Feeder: Local trails, on streets with low traffic volume when that option is available, and which are intended to link parks, open space areas, and neighborhoods to collector and
regional trails.

Trail, Regional: The basic component of the trail system, which are generally off-street, multi-use trails (width approximately 12 ft.), suitable for walking, running, horseback riding and bicycle riding.

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